# The Hong Kong Daily Press.

No. 3157 第八千一百五十七號 光緒十年甲申歲十月十六日 HONGKONG, TUESDAY, FEBRUARY 12TH, 1884. 二月十二號 英曆 [PRICE $2½ PER MONTH.


## SHIPPING.

### ARRIVALS.

February 11, GLENLYON, British str., 1,376, D. O. Mackinlay, London 23rd Dec., and Singapore 4th February, General.—JARDINE, MATHESON & Co.

February 11, CHEANG HOCK KIAN, British steamer, 956, Fred. Webb, Saigon 5th Feb., and Cape St. James 6th, General.—BUN HIN & Co.

February 11, ANDROMEDA, German ship, 1,871, T. C. Schaeffer, Cardiff, Coals.—CAPTAIN.

February 11, HECTOR, British str., 1,589, Billinge, Shanghai 8th Feb., General.—BUTTERFIELD & SWIRE.

February 11, DON JUAN, Spanish str., 654, José M. Marquez, Manila 8th February, General.—BRANDAO & Co.

### CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, FEBRUARY 11TH.

*Thales*, British str., for Swatow.
*Greyhound*, British str., for Hoihow.

### DEPARTURES.

February 10, MORAY, British steamer, for Yokohama.

February 11, THALES, British steamer, for Swatow.

### PASSENGERS.

ARRIVED.

Per *C. H. Kian*, str., from Saigon.—3 Chinese.

Per *Glenlyon*, str., from London, &c.—209 Chinese.

Per *Don Juan*, str., from Manila.—Messrs. Tino Serivanti and Chas. Robinson, and 66 Chinese.

DEPARTED.

Per *Fooksang*, str., for Shanghai.—Capt. Norkney, and Mr. Atkinson.

Per *Thales*, str. for Swatow.—100 Chinese.

TO DEPART.

Per *Greyhound*, str., for Hoihow.—50 Chinese.

### REPORTS.

The British steamer *Glenlyon* reports left London on the 23rd Dec., and Singapore on the 4th inst., and had light winds and clear weather from Singapore to Pulo Sapatu; from thence to port strong N.E. monsoon and high sea.

The British steamer *Cheang Hock Kian* reports from Saigon *vid* Cape St. James on the 6th inst.; first part to 12 N. light N.E. winds and fine weather; thence to port strong S.E. winds and heavy sea with thick rainy weather.

### FOOCHOW SHIPPING.

January— ARRIVALS.
25, Taku, British str., from Shanghai.
26, Tencer, British str., from Shanghai.
26, Kwangtung, British str., from H'kong.
28, W. Siegfried, British bark, from Amoy.
January— DEPARTURES.
27, Tencer, British str., for London.
February—
1, Kwangtung, British str., for Hongkong.
1, Foxhound, British gnbt., for a cruise.

### SHANGHAI SHIPPING.

January— ARRIVALS.
28, Amoy, British str., from Hongkong.
30, Fu-yow, Chinese str., from Formosa.
30, See-wo, British str., from Hongkong.
30, Baikal, Russian str., from Nagasaki.
30, John Potts, British bark, from Hakodate.
30, Kwongsang, British str., from H'kong.
30, Glenroy, British str., from London.
30, Yiling, British str., from Hankow.
31, Kiang-teen, Chinese str., from Ningpo.
31, Sea Swallow, British bark, from Nagasaki.
31, Hiroshima Maru, Jap. str., from Japan.
February—
1, Tunsin, British str., from Ningpo.
1, Waverley, British str., from Nagasaki.
1, Hideyoshi Maru, Jap. str., from K'notzu.
1, Hector, British str., from Liverpool.
1, Greatham Hall, British str., from N'saki.
2, Kiang-teen, Chinese str., from Ningpo.
3, Tunsin, British str., from Ningpo.
3, Pekin, British str., from Hankow.
4, Saghalien, French str., from Hongkong.
4, Ingo, German str., from Nagasaki.
January— DEPARTURES.
30, Tamsui, British str., for Chefoo.
30, Nagoya Maru, Jap. str., for Japan.
31, Brindisi, British str., for Hongkong.
31, Kiang-teen, Chinese str., for Ningpo.
February—
1, Amoy, British str., for Nagasaki.
1, Kiang-yung, Chinese str., for Hankow.
1, Tunsin, British str., for Ningpo.
2, Kiang-teen, Chinese str., for Ningpo.
2, Baikal, Russian str., for Nagasaki.
2, Pechili, British str., for Nagasaki.
2, Fuh Wo, British str., for Hankow.
2, Suai, British str., for Hankow.
2, Taisang, British str., for Hongkong.
2, Woosung, British str., for H'kong.
3, Seewo, British str., for Amoy.
3, Shanghai, British str., for Hankow.
3, Sin Nanking, British str., for Chefoo.
3, Ningpo, British str., for Hongkong.
4, Tunsin, British str., for Ningpo.
4, Greatham Hall, British str., for Keelung.
4, Hideyoshi Maru, Jap. str., for K'notzu.
4, Chihaya Maru, Jap. str., for Kuchinotzu.

### VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice).

| | | |
|---|---|---|
| San Augustin (s.) | Manila | Dec. 10 |
| Iphigenia (s.) | China | Dec. 13 |
| Ida | Hongkong | Dec. 13 |
| Dio Fili | Hongkong | Dec. 14 |
| Achilles (s.) | Shanghai | Dec. 21 |
| Dartmouth | Shanghai | Dec. 24 |
| Serpedon (s.) | Shanghai | Dec. 24 |

### VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

| | | |
|---|---|---|
| Margrethe | Penarth | Sept. 13 |
| Charlotte | Penarth | Sept. 13 |
| H.I.R.M.S. Minne | Plymouth | Sept. 28 |
| Anra | Cardiff | Oct. 15 |
| Anna | Penarth | Oct. 21 |
| Constanze | Penarth | Oct. 22 |
| Auerique (s.) | Marseilles | Nov. 1 |
| Figaro | Penarth | Nov. 10 |
| Esmeralda | Hamburg | Nov. 16 |
| Vde Strasbourg | Antwerp | Nov. 21 |
| Medina | Cardiff | Nov. 26 |
| Medora | Cardiff | Nov. 30 |
| Levi C. Wade | Cardiff | Nov. 30 |
| Embleton (s.) | Glasgow | Nov. 30 |
| Heinrich | Cardiff | Dec. 1 |
| Elsa | Cardiff | Dec. 3 |
| Tonauwar | L'pool via Cardiff | Dec. 3 |
| Asia (s.) | Cardiff | Dec. 5 |
| George | Cardiff | Dec. 14 |
| Leonora | L'pool via Cardiff | Dec. 17 |
| Siras (s.) | G'gow via London | Dec. 19 |
| Glenearn (s.) | Glasgow | Dec. 19 |
| Andrew Jackson | Cardiff | Dec. 21 |
| Nestor (s.) | London | Dec. 22 |
| Benglos (s.) | Leith | Dec. 26 |


OLD HIGHLAND WHISKY.

WE have appointed Messrs. OVERBECK & Co., of Shanghai, Sole Agents for the sale of our OLD HIGHLAND WHISKY in China and Hongkong.
Kilmarnock and London, } 16th November, 1883.
JOHN WALKER & SONS.
For Sale at $8 per Case of 1 dozen Bottles.
SIEMSSEN & Co.
Hongkong, 18th January, 1884. [193

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 11th April, 1883. [2293

## INTIMATIONS.

THE PATENT.

"FILTRE RAPIDE"
Removes all Organic and Inorganic Impurities, Lead, Copper, and Poisonous Gases.
It Ærates the Water.
It can be taken to pieces and cleaned in every part
It has been awarded
Special Medal of Merit by the Sanitary Institute of Great Britain.
Silver Medal National Water Supply Exhibition, London.
Two Silver Medals International Food Exhibition, London.
Two Certificates of Merit by Sanitary Institute, Exeter.
Certificate of Merit International Medical and Sanitary Exhibition, Kensington.
Silver Medal Health Congress and Scientific Exhibition, Brighton.
LANE, CRAWFORD & Co.
4th January, 1884. [32

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

ON and after the 1st October the PRICE of ICE will be reduced to 1¼ Cents per Pound.
JARDINE, MATHESON & Co.,
General Managers.
17th September, 1883. [34

HONGKONG FLOWER SHOW.

THE TWELFTH ANNUAL EXHIBITION will be held in the BOTANIC GARDENS, on
THURSDAY AND FRIDAY,
the 14th and 15th February, 1884.
All Exhibits must be entered not later than the 11th instant, and PLANTS IN POTS should be sent early on the 13th instant.
ADMISSION:—First Day $1; Second Day 20 Cents.
TICKETS for the First Day may be obtained from Messrs. LANE, CRAWFORD & Co.
Schedules of Prizes can be obtained from
CHARLES FORD,
Honorary Secretary.
1st February, 1884. [267

BOOTS, SHOES, &c.

W. BREWER is now showing a large Consignment of 1,000 pairs of
LADIES', GENTLEMEN'S AND CHILDREN'S
BOOTS AND SHOES,
which, to effect a speedy clearance, he will sell
at English Prices.
A quantity of LAWN TENNIS SHOES.
W. BREWER,
29] Queen's Road.

NOTICE.

H. CAMPBELL, late of Foochow, has the honour to inform the Gentry and Public of Hongkong that he has OPENED A FIRST CLASS HAIRDRESSING SALOON at BANE BUILDINGS, opposite the Hongkong Hotel. Mr. CAMPBELL'S assistants, Messrs. DUTTON and OTTO, are thoroughly experienced in their Business, the former being from one of the leading San Francisco establishments, while the latter was for many years connected with Mr. W. P. MOORE'S establishment in Hongkong. Mr. CAMPBELL hopes, by strict attention to the wants of the Public, to merit a share of their Patronage.
24th January, 1884. [222

PRIVATE DANCES.

SIGNOR GIUSEPPE PENATI, PROFESSOR of MUSIC in Hongkong, is open to engagements as PIANIST at Private Dancing Parties. Charges strictly moderate.
Address No. 24, Praya Central.
27th November, 1883. [2152

AGENCIES ORIGINALLY ESTABLISHED IN CHINA IN 1847.

CUTLER, PALMER & Co., WINE SHIPPERS,
call attention to some of the Specialities they now consign to China, viz:—
Their Old **** COGNAC; quality never varies any more than does their *** COGNAC quality.
Their own Blend of SCOTCH WHISKY, Highland Malt.
Their Genuine PORT for Invalid's use.
Their SHERRY, which maintains a good repute.
Their CLARETS, as produced in the vineyards.
The ROYAL CHAMPAGNE, used by Her Majesty the Queen.
These among other items are always to be had at the Godowns of our Friends
JARDINE, MATHESON & Co., Hongkong and Shanghai.
SIEMSSEN & Co., Hongkong and Shanghai.
LANE, CRAWFORD & Co., Hongkong.
We maintain quality, and our prices are consistent therewith and at the same time reasonable. [2096

A FONG,
PHOTOGRAPHER,
Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased from this Studio or Messrs. KELLY & WALSH'S Store.
INSTANTANEOUS VIEWS, GROUPS and PORTRAITS taken daily.
Also,
A Set of PHOTOGRAPHIC VIEWS of the scene of the late Riot in Canton.
IVORY MINIATURES of superior excellence and high finish; painted by native artists under careful supervision, from $7.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [45

SUNSHING
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.
NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUNSHING. [1610

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [19

"JAPAN GAZETTE,"
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.
*Hongkong Daily Press* Office,
Hongkong, 23rd May, 1877.


## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL...$5,000,000.
INSTALMENT received on NEW SHARES... } 926,765.62.
$5,926,765.62.
RESERVED FUND...$2,500,000.
INSTALMENTS of PREMIUM received on NEW SHARES..... } 698,336.43.
$3,198,336.43.

COURT OF DIRECTORS:—
Chairman—WM. REINNES, Esq.
Deputy Chairman—W. S. YOUNG, Esq.
R. L. Dalrymple, Esq. | A. McIver, Esq.
A. Gilfzow, Esq. | F. D. Sassoon, Esq.
Hon. F. B. Johnson. | M. E. Sassoon, Esq.
A. P. McEwen, Esq. | W. H. Forbes, Esq.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq., MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 25th August, 1883. [7

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL..... £1,500,000.
RESERVE LIABILITY UNDER CHARTER..... } £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.
RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.
J. MELVILLE MATSON,
Manager.
Hongkong, 1st June, 1882. [8

## NOTICES OF FIRMS.

NOTICE.

WE have this day established a Branch of our Firm in Tamsui, Formosa. Mr. WILFRED CHRISTY is authorized to sign on our behalf per procuration.
DOUGLAS LAPRAIK & Co.
Hongkong, 1st January, 1884. [58

## TO BE LET.

TO BE LET.
With Immediate Possession,
THE HOUSE recently occupied by Mr. [illegible] as "BERYL," situate at Kowloon, with Flower and Vegetable Gardens and Tennis Lawn. Rent moderate.
Apply to
HENRY J. HOLMES,
Solicitor,
Zetland Street.
8th February, 1884. [328

TO BE LET.
NO. 9, MOSQUE TERRACE.
No. 18, ELGIN STREET.
"ELGIN VILLA," CAINE ROAD.
OFFICES in QUEEN'S ROAD CENTRAL.
HOUSES in SPRING GARDENS, at moderate Rentals.
GODOWNS, EAST and WEST POINTS.
Apply to
LINSTEAD & DAVIS.
8th February, 1884. [334

TO BE LET.
LARGE and SMALL COAL GODOWNS at Wanchai, with Water Frontage.
Apply to
LINSTEAD & DAVIS.
5th January, 1884. [98

TO BE LET.
From 1st February, 1884.
THE PREMISES in FLETCHER'S BUILDINGS, No. 6, Queen's Road, at present in the occupation of Mr. George Stainfield. Also, with immediate possession, some SMALL GODOWNS under the Temperance Hall.
Apply to
LINSTEAD & DAVIS.
5th January, 1884. [100

TO LET.
A GODOWN, in BLUE BUILDINGS.
Apply to
C. P. CHATER.
7th January, 1884. [110

TO LET.
NO. 8, SEYMOUR TERRACE.
No. 25B, PRAYA CENTRAL.
Apply to
DAVID SASSOON, SONS & Co.
28th June, 1883. [27

TO LET.
With Immediate Possession.
HOUSE No. 50, in UPPER PEEL STREET.
Apply to
A. A. ECA DA SILVA,
46, Queen's Road Central.
3rd January, 1884. [81

TO LET.
GODOWNS Nos. 64 and 65, PRAYA EAST, BOWRINGTON.
Apply to
D. NOWROJEE,
Victoria Hotel.
28th December, 1883. [31

TO LET.
ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
1st February, 1882. [28

TO LET.
THE PREMISES now occupied by us No. 11, Queen's Road Central.
For Further Particulars, apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.
1st August, 1883. [30

COALS TAKEN ON STORAGE at moderate terms.
Apply to
MEYER & Co.
1st February, 1884. [270

HONGKONG WHARF & GODOWNS.
Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
3rd March, 1881. [1057

## AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
THURSDAY,
the 14th February, 1884, at 2 P.M., at his Sales Rooms, Peddar's Wharf Buildings,
The WRECK of the German Barque "BETTY WENDT"
as she now lies on the "Pointed Reef," near the Godowns of the Undersigned, whence it can be seen from the Wharves or Boats delivery may be obtained.
Also,
The remainder of her Cargo of Kerosine Oil.
TERMS OF SALE.—Cash on fall of hammer.
G. R. LAMMERT,
Auctioneer.
12th February, 1884. [358

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, PIANO, &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on
FRIDAY,
the 15th February, 1884, at 3 P.M. at the Residence of C. SEIMUND, Esq., Praya East,—
THE WHOLE OF HIS
ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE, &c.,
Comprising:—
ROSEWOOD DRAWING-ROOM SUITE in BLUE REP, MARBLE-TOP BLACKWOOD TABLES and TEA-POYS, JAPAN LACQUERED WHATNOT, COTTAGE PIANO, by LUNAU, CANTERBURY WHATNOTS, MIRRORS, Very Handsome MANTLE CLOCK and VASES to Match, CARPETS, RUGS, LACE and REP CURTAINS, PICTURES, DINING TABLE and CHAIRS, SIDE-BOARD, WHATNOTS, PLATE, GLASS and CROCKERY, WARE.
LADY'S MAHOGANY WARDROBE, MARBLE-WASHSTAND, and MARBLE-TOP DRESSING TABLE, CHEVAL GLASS, IRON BEDSTEADS, CHILDREN'S IRON COTS, CHEST of DRAWERS, WARDROBES, COUCHES, BOOK CASES, SHANGHAI BATH, &c., &c.
Also,
A Large JINRICKSHAW, LADY'S CHAIR, &c., &c., &c.
Catalogues will be issued previous to Sale, and the above will be on view on WEDNESDAY next.
TERMS.—As Customary.
G. R. LAMMERT,
Auctioneer.
8th February, 1884. [335

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions from Capt. BRACKENBURY, R.A., to Sell by Public Auction, at his Residence, No. 2, Mosque Terrace, on
SATURDAY,
the 16th instant, at 2 O'CLOCK P.M.,
HIS HOUSEHOLD FURNITURE,
Comprising:—
CRETONNE COVERED COUCHES and CHAIRS, SIDEBOARD, CROCKERY and GLASS WARE, IRON BEDSTEADS, WARDROBES, MAHOGANY DRESSING TABLES, WASHSTANDS, &c., &c.
And A PERSIAN CARPET.
The Furniture will be on view the day previous to the Sale.
TERMS.—As usual.
LANE, CRAWFORD Co.,
Auctioneers.
12th February, 1884. [359

## INTIMATIONS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

QUARANTINE IN EUROPE.

PASSENGERS AND SHIPPERS by the above Company's steamers are informed that Quarantine enforcements have been reduced at MARSEILLES to 24 hours (performed on board the steamer) and at VENICE to 3 days.
Quarantine will probably be removed from all ports by the time steamers now leaving China will arrive in the MEDITERRANEAN.
Passengers by the Company's steamers have always the option of continuing the journey on to London, on payment of the difference of fare.
A. McIVER,
Superintendent.
30th January, 1884. [245

NOTICE.

In the matter of the Estate of GEORGE NESBIT MINTO, late of No. 167, Highbury, New Park, Middlesex, England, Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the ESTATE of the said GEORGE NESBIT MINTO who died at 167, Highbury, New Park, aforesaid, on the 18th day of August, 1883, and whose Will was duly proved in the Supreme Court of Hongkong in its Probate Jurisdiction on the 2nd day of January, 1884, by JOHN SAMUEL COX, Attorney for ISABELLA MINTO, the widow of the said GEORGE NESBIT MINTO, are hereby required to send in Writing the Particulars of their Claims or demands to the said JOHN SAMUEL COX, at No. 33, Queen's Road Central, Victoria, Hongkong, or to the Undersigned on or before the 10th day of March, 1884, pursuant to an Order of the Supreme Court of Hongkong dated the 9th day of February, 1884, limiting the time for Creditors to send in their Claims to that date.
And NOTICE is hereby also given that at the expiration of the last mentioned day the said JOHN SAMUEL COX will proceed to distribute the Assets of the said GEORGE NESBIT MINTO, deceased, amongst the Parties entitled thereto having regard to the Claims of which the said JOHN SAMUEL COX or the Undersigned shall then have had notice, and that the said JOHN SAMUEL COX will not be liable for the Assets or any part thereof so distributed to any person of whose Claim he shall not have had notice at the time of distribution.
Dated the 9th day of February, 1884.
BRERETON, WOTTON, & DEACON,
Solicitors for the said JOHN SAMUEL COX,
35, Queen's Road,
3441 Hongkong.

NOTICE TO MARINERS.
No. 183.
CHINA SEA.
YANGTZE RIVER—SHANGHAI DISTRICT.
CHANGE IN POSITION OF *Kiutoan* LIGHT-VESSEL AND BLOCKHOUSE SHOAL BUOY.

NOTICE is hereby given that on or about the 1st March, 1884, the Light-vessel *Kiutoan* will be shifted from her present Station to a position about 2 and 1.10th miles to the eastward of Kiutoan Beacon, in order to mark the North east side of the seaward entrance to the Channel between the newly-formed Shoal [described in Notice to Mariners No. 178, dated the 3rd December, 1883,] and the South bank of the river.
The Blockhouse Shoal Buoy will also be shifted, at the same time, about 6 cables W.S.W. from its present position, to mark the South-Western edge of the Shoal.
By Order of the Inspector-General of Customs,
A. M. BISBEE,
Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 6th February, 1884. [347

GEORGE GOULET CHAMPAGNE.
PUSTAU & Co.,
Agents.
18th January, 1884. [191

## NOTICES TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GLENLYON,"
having arrived from the above Ports, Consignees of Cargo by her and by the S. S. "LYDIAN MONARCH," from New York, are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence they can be from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before THREE P.M. TO-DAY, the 11th instant.
Cargo remaining undelivered after the 18th instant, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
11th February, 1884. [352

NOTICE TO CONSIGNEES.

BRITISH BARQUE "LUCIA," C. CROWLEY, MASTER, FROM LONDON.

CONSIGNEES of Cargo by the above named vessel are requested to send to the Undersigned Bills of Lading for countersignature and to take immediate delivery of their Cargo from alongside.
Consignees of 480 casks Cement, no mark, shipped by Cowles & Co., are requested to communicate with the Undersigned immediately.
Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense, and unprotested by Fire Insurance.
ADAMSON, BELL & Co.,
Agents.
11th February, 1884. [353

NOTICE TO CONSIGNEES.

STEAMSHIP "TAKACHIHO-MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge or remaining on board after TUESDAY, the 12th February, 1884, will be landed and stored at Consignees' expense and risk.
No Fire Insurance will be effected.
H. J. H. TRIPP,
Agent,
Mitsu Bishi Mail Steamship Co.
11th February, 1884.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S.S. CO.'S S.S. "DIOMED." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 12th inst., for shipment per steamer "NESTOR."
BUTTERFIELD & SWIRE, Agents.
8th February, 1884. [336

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "DIOMED," are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th February, 1884.
Goods undelivered after the 15th February, 1884, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
8th February, 1884. [336

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
Ex "SAGHALIEN."
H M (in diamond) P underneath—32 Bales Gunnies, from Colombo.
No Mark, No Number, 2 Bundles Iron.
T Nos. 76 to 77,—2 Cases.
H (in triangle) S (on top) No. 390,—1 Case.
S J No. 3,—1 Case.
FOO No. 7469,—1 Bag Raisins.
A M & S 193,—1 Case Vermouth.
A S P Nos. 501 to 525,—25 Cases Vermouth.
A S P Nos. 527 to 550,—24 Cases Vermouth.
S & C No. 1,—1 Case.
O E M H Nos. 1, 6, 7, 9,—4 Cases.
J. MARTIN,
Acting Agent.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CONTRIBUTORS to the above Office are requested to furnish the Undersigned with Lists of Contributions for the year ending 31st December, 1883.
Returns not rendered prior to 31st March next, will be adjusted by the Office.
N. J. EDE,
Secretary.
11th February, 1884. [343

THE STAR OF SOUTHERN CHINA LODGE, No. 2013, CANTON.

THE above Lodge will be Consecrated on THURSDAY, the 14th instant, by the District Grand Master and his Officers. Visiting brethern will be made cordially welcome.
9th February, 1884. [340

NOTICE.

IT is hereby notified to the Public that the Military Authorities are about to lay a MINE FIELD on the Hongkong side of the LYE MUN PASS, for the purpose of making experiments.
The Field will be marked by two buoys moored in the Centre of the Pass; and to prevent fouling the Mine Cases and Moorings, Masters of Vessels navigating the Channel are cautioned to keep on the North East or Chinese side of the said buoys.
Guard Boats will be stationed to warn Shipmasters previous to firing the Mines.
(Signed) H. G. THOMSETT,
Harbour Master, &c.
Harbour Department,
Hongkong, 5th February, 1884. [330

NOTICE.

MASTERS of JUNKS are directed to keep on the Chinese side of the LYE MUN PASS, when going through that Channel, in order to avoid damage from Mines which are to be laid on the Hongkong side of the Pass.
(Signed) H. G. THOMSETT,
Harbour Master.
Harbour Department,
Hongkong, 5th February, 1884. [331

MAIL TABLES.

THE TABLE of ARRIVALS and DEPARTURES of ENGLISH and FRENCH MAILS at and from LONDON and HONGKONG will be found in "THE CHRONICLE AND DIRECTORY," p. 401 of large edition, p. 649, small edition.
Separate Copies, with Anglo-Chinese Calendar can be had at 10 Cents each or $1 per dozen.
"Daily Press" Office,
1st February, 1884. [281

ROBT. SIM & Co.'S PATENT ANTI-FOULING COMPOSITION
as supplied to
Her Majesty's Ships; The P. & O. S. N. Co.; The Douglas Steamship Co.; The Japanese Government.
Sole Agent, China, Japan, and Manila.
EDWARD GEORGE.
31st January, 1884. [258

## INTIMATIONS.

KELLY AND WALSH'S
NEW TAUCHNITZ VOLUMES.

Belinda, by Rhoda Broughton.
The Mistletoe Bough, by Anthony Trollope.
Ghost of Charlotte Cray, by Florence Marryatt.
Her First Appearance—Author of Molly Bawn.
Through One Administration—F. H. Burnett.
Phantom Fortune—Miss Braddon.
Wanda—Ouida.
A Chance Acquaintance—W. D. Howells.
Regimental Legends—J. S. Winter.
Disarmed—Miss Betham Edwards.
La Mère Bauche—Anthony Trollope.
Life's Aftermath—Emma Marshall.
French Poets and Novelists—Henry James.
Life on the Mississippi—Mark Twain.
Their Wedding Journey—W. D. Howells.
Treherne's Temptation—Alaric Carr.
June—Mrs. Forrester.
One Tramp—John Habberton.

JUST RECEIVED.

Powerful Field, Marine, and Opera Glasses.
New Sketching Blocks.
Whatman's Drawing Paper.
Tracing Cloth and Tracing Paper.
Whittaker's Almanacks, 1884.
Nautical Almanacks, 1884.
New Meerschaum and Briar Root Pipes and Cigar and Cigarette Holders.
KELLY & WALSH.—HONGKONG. [25

NOTICE.

THE Undersigned WILL NOT BE RESPONSIBLE for any DEBTS, ENGAGEMENTS and otherwise entered into by Captain, Officers and Crew of the British Bark "CHARLEY."
NILS MOLLER,
Agent for Owners.
9th February, 1884. [341

WANTED.—EVENING EMPLOYMENT, by an Active YOUNG MAN. Address for letters "Y." Care of this Paper.
1st February, 1884. [272

HONGKONG AND CHINA BAKERY COMPANY, LIMITED.

AN ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers on TUESDAY, the 19th instant, at 4.30 P.M., for the purpose of receiving the report of the General Managers and a Statement of Accounts to 31st December, 1883, and for the election of a Consulting Committee and Auditor.
LANE, CRAWFORD & Co.,
General Managers.
2nd February, 1884. [277

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the General Agents, No. 7, Queen's Road Central, on SATURDAY, the 23rd instant, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the General Agents together with a Statement of Accounts to the 31st December, 1883.
The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
8th February, 1884. [327

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, at THREE O'CLOCK in the Afternoon of TUESDAY, the 26th February instant, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1883.
The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th instant, both days inclusive.
By Order,
JAS. B. COUGHTRIE,
Secretary.
5th February, 1884. [303

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, on TUESDAY, the 26th instant, at 3.30 P.M., for the purpose of receiving the Report of the Directors and a Statement of Accounts to December 31st, 1883.
The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 12th to TUESDAY, the 26th instant, both days inclusive.
By Order of the Board of Directors,
D. GILLIES,
Secretary.
5th February, 1884. [302

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Offices of the Company, No. 7, Queen's Road, at TWELVE O'CLOCK, NOON, of THURSDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1883, the Report of the General Managers, and to elect a Consulting Committee and Auditors.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
5th February, 1884. [305

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 28th day of February instant, both days included.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
5th February, 1884. [306

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on THURSDAY, the 28th day of February current, at THREE O'CLOCK P.M., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1883.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
6th February, 1884. [312

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from the 14th to the 28th February current (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Court of Directors.
T. JACKSON,
Chief Manager.
6th February, 1884. [313

## INTIMATIONS.

THEATRE ROYAL,
CITY HALL.
DAVIS & D'ANGELIS.....LESSEES.
THURSDAY EVENING,
the 14th February, 1884.
THE LOFTUS TROUPE,
WILL REPRODUCE,
BY SPECIAL REQUEST,
THE DOCTOR OF ALCANTARA!!!
A COMIC OPERA IN TWO ACTS.
Libretto by BENP. E. WOOLF. Composed by Mr. JULIUS ICHBERG.
DRAMATIS PERSONÆ.
DOCTOR PARACELSUS... } Mr. JEFF. D'ANGELIS.
SENOR BALTHAZAR..... } GENTLEMAN AMATEUR.
CARLOS ..... Mr. F. W. OAKLAND.
PEREZ } (Porters)..... } GENTLEMEN AMATEURS.
SANCHO }
DON POMPOSO, (The Alguazil)..... } Mr. C. J. BARBER.
DONNA LUCREZIA, (The Doctor's Wife) ..... } Miss MINNIE NORDT.
ISABELLA (The Doctor's Daughter) ..... } Miss FLORENCE CONLIFFE.
INEZ (Isabella's Maid)... } Miss VICTORIA LOFTUS.
SERENADERS, CITIZENS, POLICE, &c., BY GENTLEMEN AMATEURS.

MUSICAL SYNOPSIS.

ACT. 1st.
OVERTURE,
SERENADE, Wake lady, wake!
QUARREL TRIO, You saucy jade.
ROMANCE, He still was there.
DOCTOR'S SONG, Here comes the Doctor.
ARIETTA. When a lover is poor.
DUETTINO, Away despair.
BUENAS NOCHES.
CAVATINA, Love's cruel dart.
BALLAD, The Knight of Alcantara.
DUET, I love, I love.
I'M DON HIPPOLITO LOPEZ POMPOSO, Bass Song.
FINALE, First Act.

ACT. 2nd.
ENTRE ACT.
SCENA & BOLERO, Ah! woe is me.
TRIO, Senor.
QUARTETTE, Good night, Senor Balthazar.
DAY DREAMS OF LOVE, Song.
FAVOURITE MAZURKA, Song.
FINALE to 2nd ACT.

ON SATURDA

NOW READY.

THE CHRONICLE & DIRECTORY
For 1884.
With which is incorporated
THE CHINA DIRECTORY.

(TWENTY-SECOND ANNUAL ISSUE).
ROYAL OCTAVO, pp. 1,080.....$5.00.
SMALL EDITION, pp. 684.....$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in size.

It contains DESCRIPTIVE and STATISTICAL ACCOUNTS of, and DIRECTORIES for

HONGKONG—
Do. Ladies' Directory
Do. Military Forces.
Do. Chinese Hongs.
MACAO.
CHINA—
Pakhoi.
Hoihow.
Whampoa.
Canton.
Swatow.
Amoy.
Takao.
Taiwanfoo.
Tamsui.
Keelung.
Foochow.
Wenchow.
Ningpo.
Shanghai.
Chinkiang.
Wuhu.
Kiukiang.
Hankow.
Ichang.
Chungking.
Chefoo.
Taku.
Tientsin.
Peking.
Newchwang.
COREA—
Seoul.
Jenchuan.
Fusan.
Yuensan.
VLADIVOSTOCK.

JAPAN—
Nagasaki.
Kobe (Hiogo).
Osaka.
Tokio.
Yokohama.
Niitsata.
Hakodate.
THE PHILIPPINES—
Manila.
Cebu.
Iloilo.
BORNEO—
Sarawak.
Labuan.
British North Borneo.
COCHIN CHINA—
Saigon.
Cambodia.
ANNAM—
Hué.
Turon.
Quinhon.
TONQUIN—
Haiphong.
Hanoi.
SIAM—
Bangkok.
STRAITS SETTLEMENTS,
Singapore.
Malacca.
MALAY STATES—
Johore.
Sungei Ujong.
Selangor.
Perak.

NAVAL SQUADRONS—
British.
French.
United States.
German.

SHIPPING—Officers of the Coasting Steamers of
P. & O. S. N. Co.
Messag. Maritimes.
M. B. M. S. S. Co.
Indo-China S. N. Co.
Douglas S. S. Co.
China Merchants'
China & Manila Co.
Siemssen & Co.
H. C. & M. S. B. Co.
Scottish Oriental
Miscellaneous Coast Steamers.

The MAPS and PLANS have again been increased in number. They now consist of
FLAGS OF MERCANTILE HOUSES IN CHINA
CODE OF SIGNALS IN USE AT VICTORIA PEAK.
NEW MAP OF THE FAR EAST.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF THE CITY OF CANTON.
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA
PLAN OF SAIGON.
MAP OF TOWN AND ENVIRONS OF SINGAPORE.

The LIST OF RESIDENTS now contains the names of
ELEVEN THOUSAND, TWO HUNDRED, AND SEVENTY THREE FOREIGNERS
arranged under one Alphabet in the strictest order; the initials as well as the surnames being alphabetical.

Among the other contents of the book are—
An Anglo-Chinese Calendar; Meantime of Sunrise and Sunset, Eclipses, Festivals, &c., &c.
A full Chronology of remarkable events since the advent of foreigners to China and Japan.
A description of the Festivals, Fasts, &c., observed by Chinese, Mahomedans, Parsees, Jews, &c., with the days on which they fall.
Comparative Tables of Money, Weights, Measures, &c.
The Hongkong Postal Guide for 1884.
Arrivals and Departures of Mails at and from London and Hongkong.
Scales of Commissions and Charges adopted by the Chambers of Commerce at Hongkong, Shanghai and elsewhere.
Hongkong Chair, Jinrickshis, and Boat Hire.

THE APPENDIX consists of
FOUR HUNDRED PAGES
of closely printed matter, to which reference is constantly required by residents and those having commercial or political relations with China, Japan, or any of the Countries embraced within the scope of the CHRONICLE and DIRECTORY.

The Contents of the Appendix are too many to enumerate in an Advertisement, but include—

TREATIES WITH CHINA—
Great Britain, Nanking, 1842—
" Tientsin, 1858—
" and all others not abrogated
France, Tientsin, 1851
" Convention, 1860
United States Tientsin, 1858
" Additional, 1869
" Peking, 1880
Germany, Tientsin, 1861
" Peking, 1880
Russia, various
Japan
Spain
Brazil
Peru
TREATIES WITH JAPAN—
Great Britain
United States
Netherlands
Corea
TREATIES WITH COREA
TREATIES WITH SIAM
TREATIES WITH ANNAM
TREATY WITH CAMBODIA
CUSTOMS TARIFFS
Chinese
Japanese
Siamese
LEGAL
Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881
Rules of H.B.M. Supreme and other Courts in China and Japan
Code of Civil Procedure, Hongkong
Admiralty Rules
Foreign Jurisdiction Act
Act of United States Congress Relating to Treaties
Regulations for the Consular Courts of United States in China
Rules of Court of Consuls at Shanghai
Chinese Passenger Act
TRADE REGULATIONS
China
Japan
Siam
Customs Seizure, China
Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c.
Pilotage Regulations
HONGKONG
Charter of the Colony
Rules of Legislative Council
&c., &c., &c.

The Treaties between United States and Corea, France and Annam, and several other items have not appeared in previous issues.

Orders may be sent to *Daily Press* Office, where it is published, or to the following Agents:—
MACAO.....Messrs. A. A. de Mello & Co.
SWATOW.....Messrs. Quelch & Co.
AMOY.....Messrs. Wilson, Nicholls & Co.
FORMOSA.....Messrs. Wilson, Nicholls & Co.
FOOCHOW.....Messrs. Hedge & Co.
NINGPO.....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.....Messrs. Hall & Holtz.
SHANGHAI.....Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS.....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.....Messrs. The C. & J. Trading Co.
HIOGO, OSAKA.....Messrs. The C. & J. Trading Co.
YOKOHAMA.....Messrs. Kelly & Co.
MANILA.....Messrs. Viuda de Loyzaga & Co.
SAIGON.....Messrs. Crettier & Co.
BANGKOK.....Messrs. A. Bjerling & Co.
SINGAPORE.....Messrs. Sayle & Co.
PENANG.....Mr. H. R. Maynard.
COLOMBO.....Messrs. A. M. & J. Ferguson.
LONDON.....Mr. F. Algar, Clement's Lane.
LONDON.....Messrs. Geo. Street & Co.
LONDON.....Messrs. Bates, Hendy & Co.
SAN FRANCISCO.....Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.....Messrs. S. M. Pettingill & Co., 37, Park Row.

*Daily Press* Office, 26th January, 1884.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

DEATH.

At Hongkong, on the 11th instant, Captain J. W. CONNER, late of the steamship *Hainan*. [360

# The Daily Press.

HONGKONG, FEBRUARY 12TH, 1884.

THE Sydney papers contain an account of an assault made upon a Chinaman by larrikins, which was followed by a very salutary punishment. WONG KEN, the prosecutor, went into a shop to make a purchase. On coming out he was set upon by a party of young roughs, knocked down, kicked, and beaten, the assault, according to the evidence, being entirely unprovoked. Three of the assailants, whose ages ranged from nineteen to twenty-three, were apprehended and tried for the offence. The Chairman of the magistrates said the Bench thought they would be wanting in their duty to the public if they did not bring into operation the power to flog such offenders which was given to them under the new criminal law. The prisoners were accordingly sentenced, in addition to a term of imprisonment, to be privately whipped, two of them to receive twenty-five strokes, and the third twenty strokes, with the cat. If such an offence as this had been committed in Hongkong the offenders would have been punished simply by a term of imprisonment with hard labour, but here the criminal class is recruited mainly from the Chinese population, and by some strange freak of reason it has been decided that flogging is a degrading form of punishment when applied to the Chinese, although it is recognised as a very wholesome one for violent criminals of our own nationality both in England and the colonies. The vicious system of nursing criminals introduced by Sir JOHN POPE HENNESSY has had a fair trial and must be pronounced a most signal failure. No Chinese woman can walk along the street now without running the risk of having her earrings ruthlessly snatched away from her. Under the old system this offence had been reduced within very narrow limits, but since flogging was practically abolished it has increased to a very serious extent indeed. Last year the number of persons brought before the Police Magistrates charged with larceny from the person, in which offence snatching earrings is included, was 249 as against 207 the previous year and 65 only in 1876, the year before Sir JOHN POPE HENNESSY's arrival and the introduction of his absurd humanitarian ideas into the system of government. Indeed, serious crime of all descriptions has been steadily increasing in the colony. The number of persons charged with common larceny, for instance, last year was 837 as against 481 in 1876. This is a state of things which calls for serious and immediate attention. Common larceny is not an offence for which the punishment of flogging would ordinarily be recommended, but if it is found that amongst Chinese criminals such as those by whom Hongkong is infested simple imprisonment is insufficient to keep it within reasonable bounds, a mild form of whipping might, we think, very fairly be resorted to. It is the punishment to which Chinese are subjected for such offences in their own country, and it appears to be the only one which has any really deterrent effect.

WITHIN the past few months a novel form of gambling has been introduced in the Far East and seems to be spreading from port to port. The gamblers pay so much for the chance of throwing rings at a number of pegs, their success in placing one of the rings on a peg entitling them to some trumpery article of "Brummagem" manufacture, as clocks, knives, etc. This particular form of gambling seems to have originated at Singapore, where it was soon suppressed. It passed by Hongkong, the chances of suppression and of a criminal prosecution probably being considered too great to allow of its being at all successful here. It went on to Shanghai, however, where it had a run for a time, but there also it was suppressed by the Municipal authorities. It has now passed on to Nagasaki, where, if what the *Rising Sun* says is correct, it seems to have some prospect of success. According to our contemporary a gambling concern of the kind described has been opened by a foreigner, to which natives, Chinese, and not a few foreigners have been flocking from morning to night to try their luck, or skill, at the extremely low rate of one cent per chance. In Shanghai it was computed that as much as 60,000 cash per day was taken, for which the speculators received in exchange about 10,000 cash worth of trash, leaving the modest profit of 50,000 cash for the runner of the "ring and peg concern." Judging by the manner in which the large room at Nagasaki is crowded from early morn to late at night, day after day, as much, or more, is being taken there; "so putting the profits at $50 per day, in these dull times, is it not a matter for serious consideration," asks the *Rising Sun*, "whether this particular line of business is not worth going into? As a calling, it may not be considered an honourable one—but then it is remunerative, and that is the main thing, especially when it amounts to $50 a day!" Our contemporary, having referred to the suppression of this form of gambling at Shanghai, says:—"But as there are no regulations in force here, and no one with any authority sufficiently interested in the public good, we presume that gamblers, like grog-shop keepers, will be allowed to open and close at their pleasure, and carry matters to very great extremes before they are in any way interfered with. If this be so it is extremely regrettable. It is not stated to what nationality the foreigner belongs, but whatever countryman he may be, no time ought to be lost by his Consul in putting a stop to his lucrative but demoralising and pernicious business. While the Japanese are agitating for a repeal of the principle of exterritoriality, and foreigners are interested in maintaining that principle, it is important that no opportunity should be given the Japanese of saying that the foreign Consuls are unable to maintain order amongst their nationals, or that illegitimate lines of business, contrary to the law of Japan and not tolerated in English colonies, can be carried on in the foreign concessions in Japan without interference. The matter is one which, it seems to us, rests with the Consuls, and when it is brought to their notice we can hardly think, as the *Rising Sun* appears to do, that they will allow foreigners to keep public gambling houses.

The P. and O. steamer *Malwa*, with the next outward English mail, left Singapore at 5 p.m. on Saturday for this port.

As will be seen by the Company's notice on our third page, the P. M. steamer *City of Rio de Janeiro* will touch at Honolulu on her return passage to San Francisco.

All day yesterday the fire at Bowrington kept smouldering, and three engines remained at work by it. The damage is confined to the one half of the godown.

We are requested to state that unless the incoming French mail shall have been landed before 7.30 this morning it cannot be delivered until after the mail for Europe has left.

*Le Saigonnais* says the transport *Mytho* has received orders to leave Saigon in order to meet the broken down *Vinhlong* and bring on the troops and stores despatched by the latter vessel. The present is only the second voyage of the *Vinhlong*, and it is the second time her machinery has broken down.

We have received the "Desk Hong List for Shanghai and the Northern and River Ports for 1884." The Ports of Korea have been added this year, and the value of the book to Shanghai residents is enhanced by a "rough" plan of the Head to the Bubbling Well and a rougher one of Fusan, Korea. As usual, the work is well printed and neatly bound.

According to the Saigon papers difficulties have presented themselves in landing the new submarine cable at Haiphong and Thuan-an, owing to the shallow water at the former place and to the danger of damage to the cable from junks at the latter, but temporary arrangements are being made, and it was expected communication would be established early this month.

An entire alteration has been made in the pieces arranged for production at the Theatre Royal by the Lotus Troupe. The comic opera "The Doctor of Alcantara" is to be repeated, by special request, on Thursday night, instead of the opera previously announced; and Mr. Oakland will take his benefit on Saturday night, instead of Thursday, when Boucicault's grand racing drama "The Flying Scud" will be placed on the boards.

[illegible] news, which we hardly think can be true. It is to this effect. The Viceroy of Yunnan, who considered Sontay an impregnable fortress, learning that the French were marching upon it, went himself to the town in order to enjoy the sight of their defeat. On the day of the assault, accompanied by the first lieutenant of Lui-vinh-Phuoc, he passed along the Chinese ranks, exhorting them to resist to the utmost. While thus engaged he saw the French Admiral at a distance of not more than 150 mètres. Turning to the second chief of the Black Flags, he thus addressed him:—"Terrible soldier, you see before you the chief of these barbarians who have sworn our death; you are accounted our best shot, let us see you justify your reputation." The lieutenant raised his rifle to his shoulder, but before he had time to press the trigger, both he and the Viceroy fell, shot dead. The news of their death spread along the ramparts like a powder train. An hour afterwards the French entered the town victorious, the Chinese having retired into the citadel. The French were at a loss to account for the sudden cessation of the opposition, and this is put forth by our Saigon contemporary as the explanation.

## LATEST TELEGRAMS.

LONDON, 9th February.

THE WAR IN THE SOUDAN.

Latest advices from the Soudan state that Suakim has been declared in a state of siege.

Baker Pasha and his Egyptian troops are to be recalled.

Three British officers will reorganise the Blacks and Turks, who will hold Suakim.

DEATH OF CETEWAYO.

Latest advices from Durban announce that King Cetewayo has died suddenly.

## SUPREME COURT.

11th February.

IN ADMIRALTY.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE, WITH CAPT. H. G. THOMSETT, R.N., (HARBOUR MASTER), AS NAUTICAL ASSESSOR.

WALTER WILSON AND OTHERS V. THE BRITISH STEAMER "SELEMBRIA."

Mr. Francis, instructed by Messrs. Sharp, Toller, and Johnson, appeared for the promovants; the Attorney-General (Hon. E. L. O'Malley), for the impugnants.

Mr. Gotz was again put in the box, and the Attorney-General proceeded to cross-examine him, but without materially affecting the testimony he had previously given. He said the Chinese gunboat sent a little engine in a gig, which was worked, but it was a small one which one man could carry and was such as was used for washing decks.

Nicholas Moalle said he was a ship chandler and stevedore carrying on business at Amoy. He had dealt with Capt. Fowler before this occurrence, and when the vessel came into the outer harbour that afternoon between two and three o'clock he went aboard and acted as pilot to her. He went aboard that evening again about dusk, but Capt. Fowler was engaged at the time, and he left, intending to go on board again the next morning. His watchman aroused him on account of the fire, and he went off at once, rousing his men on the way and telling them to get steam up on the launch. As he was going off in a sampan to the steamer he met the *Selembria's* gig, on board which were Capt. Fowler and a pilot. He hailed the former and Capt. Fowler said he wanted some pumps. Witness asked him if he had not steam up, and Capt. Fowler said all his hose was destroyed; he also said he had gunpowder on board. Witness went back at once to his store, and with his men got out a pump he had there. It was a pump at which four men could work on each side. He also took 50 or 60 feet of new hosing with him in case it might be required. Capt. Fowler did not ask him for the loan of the pump, nor did he ask for the hose, to purchase it, but witness took it of his own idea. Witness took off the pump on board a cargo boat with a staff of men. The pump could throw 50 or 60 gallons of water per minute. Mr. Gotz joined him on the way to the ship, and they went up on the port side, Gerard's boat being there just before him. There was a gig alongside from the Chinese gunboat, which had a little engine on board at work. After he got this pump properly at work he left in a sampan, requesting Mr. Gotz to attend to any orders he got from the deck, and to look after the hose and pumps. He then went for a water boat of his own which was then on the way to the ship in tow of his steam launch. Just as he left the ship one of the Customs engines arrived on board one of his small cargo boats; he had given orders for this boat to go and get the engine before he left his house. He brought his water boat round to the starboard side abaft the fire, Messrs. Wilson and Nichols boat arrived just before his water boat, and just after the gunpowder exploded. The Bank engine came afterwards. His water boat was fitted with two pumps; one like the pump he had on the cargo boat, and the other a regular water boat pump, but with no fly wheel. Each pump had 50 or 60 feet of hose attached, and a spare hose also. One pump threw about 55, and the other about 58 gallons of water per minute. He had a fire nozzle on board, but it was not used. The hoses were taken on board abaft the amidships house, and worked there. The witness corroborated the evidence which had already been given as to the condition of the fire, and what was done to extinguish it.

Mr. Francis then put in the affidavit of a pilot named Haunstein, living at Amoy, and it was read by the Registrar. It appeared from this that the deponent was on board the *Selembria* before any of the preceding witnesses, and at that time the bridge was in flames, and it was impossible to go from aft to forward without going outside the ship. He heard Capt. Fowler caution the men not to go near the bridge on account of the gunpowder on board, and he also told the officers and men to do the best they could for the ship, and when he left they were doing what they could. He went ashore in his boat with Capt. Fowler, and they met Mr. Moalle on the way to the ship. When he got back to the ship Messrs. Wilson and Nicholls, and Gerard & Co.'s water boats were alongside, besides a cargo boat; he could not say to whom the latter belonged. Before he left the ship the donkey engine was at work, but there were no hoses attached, he was unaware of the reason of this. The rest of the affidavit was corroborative of the evidence given.

Mr. Francis then applied to put in the affidavit of John Roberts, a Customs pilot of Shanghai.

The Attorney-General objected that as he had had no notice of this affidavit it was not admissible as evidence.

His Lordship said that Admiralty suits were frequently only supported by affidavits, and he overruled the objection.

The affidavit was read and corroborated what had been said as to man of the crew of the *Selembria* being out of the ship in boats, and it was also alleged that the man stated they left the ship by the captain's orders owing to the danger from the gunpowder. The captain was unaware that the water boats were at work forward of the fire until he wanted to send some of the hose to be sent round, when he was informed of the fact by a Mr. Fenning. The crew did little or nothing to extinguish the flames.

The affidavit of Mr. James Edmunds, Chief Engineer of H.M.S. *Cleopatra*, giving the results of a survey of the pumps, hoses, &c. of the water boats employed by the promovants on the occasion in question. Then the affidavit of Ludwig Anderson as to surveying some straw braid and boxes of tea composing part of the cargo of the *Selembria*, which was damaged by the action of the fire. Another affidavit to a similar effect was put in from Mr. Thomas Blackwell of Amoy.

The affidavit of Capt. Tonnis of the ship *Hilda Maria* was put in, and was to the effect that he went on board the ship before the previous deponents were there, and saw the crew throwing water on the fire by means of buckets. He asked if he could be of any assistance to them, and the chief officer told him he did not think he could, and he feared the ship would be lost. Soon after that he heard shouts to clear out as there was powder on board. He afterwards saw the water boats, &c., alongside, all working well as stated, and in his opinion the vessel must have been utterly destroyed but for this assistance, and the labour supplied from the shore, as the crew had no other means of getting at the fire than by buckets, which would never have enabled them to get to the seat of it.

Mr. J. S. Brewer, Government Marine Surveyor in Hongkong, said he had been connected with engineering and the construction of iron ships for some time [illegible] by the Board of Trade as a Marine Surveyor, and was well acquainted with the construction of iron vessels, of which he had surveyed hundreds. He had seen the effect of fire on several, and had surveyed the *Selembria*, since her arrival in Hongkong. On the 6th inst. he made a thorough survey of the vessel, her build and construction, and the repairs effected. The lower deck was of half inch thick iron plates, with iron beams. This was carried from forward as far as the iron bulkhead, which was placed athwartships from the spar deck to the bottom, and divided off the boiler space. In the bulkhead were two doorways leading from the coal bunkers to the 'tween decks. Aft of the boiler space was another iron bulkead, and the lower iron deck was carried aft beyond it; there were no openings in this after bulkhead. The upper or spar deck was made of wood resting on iron beams except a space of 55 ft. over the coal bunkers, where the wood was laid over iron plates. There were seven openings forward, and four aft in the lower deck, which had wooden hatch covers. There was an amidships house in the spar deck, with an iron bulkhead forward, and this was forward of the boiler space bulkhead about eight or ten feet, so that there was a space of eight or ten feet inside the house, of which the deck was composed, entirely of wood with no iron plating underneath. On the 'tween decks twelve feet forward of the iron bulkhead, there was a temporary wooden bulkhead running from side to side of the ship, the space having been evidently used as a spare coal bunker communicating with the regular bunkers by the two doors mentioned, in the bulkhead. The wooden bulkhead appeared to be entirely new. The whole of the deck inside the deckhouse was renewed, and also a considerable portion of the deck forward of the house. There was also an entirely new bridge deck, and the whole of the plating round the upper part of the engine room and boiler space, galley, and the forward bulkhead of the amidships house had been taken down and straightened. The beams of the bridge deck, or roof of the amidships house, and one of the plates on the starboard side had also been taken out and straightened. From the evidence given, all of which he had heard, he should say that the ship was in very great danger of being destroyed, and in the absence of the assistance given he did not think the damage could have been limited to the amidships house. The deckhouse could not have fallen, but the iron beams of the deck might have given way. Had the progress of the fire been unchecked aft also, he did not think the iron bulkhead aft of the boiler space could have saved the after part of the ship. It was highly probable that the fire would have communicated itself to the regular coal bunkers by means of the wooden hatches. He had seen wheat burning at sea and in a godown, and he knew it caught easily and burned freely, as also did tea. The fire on the 'tween decks would have communicated to the lower hold only by means of the wooden hatches.

The case was further adjourned at this stage to this morning at 10.30, Mr. Francis intimating that Mr. Brewer was his last witness. The Attorney-General informed his Lordship that he had many witnesses to call.

## POLICE COURT.

February 11th.

BEFORE MR. H. E. WODEHOUSE.

FORGIVEN.

Yung Awong, a boy of twelve years, was charged with the theft of a hat.

From the evidence it appeared that a hawker had his hat snatched from his head by a thief in Tun Wo Lane, and as the man was chased he handed the plunder to the defendant, who slipped it under his jacket at once and ran off with it, but was caught by a bystander.

The defendant said he picked the hat up off the ground.

His Worship discharged the defendant, it being his first offence.

HOUSEBREAKING.

Chun Achun, carpenter, was convicted of breaking into a house at No. 7, Fuk On Lane, and stealing therefrom a bed quilt, valued at $2, on the 9th instant. He was sentenced to four months' hard labour.

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Wong Ayau, coolie, was sent to prison for a fortnight for stealing two fowls on Saturday.

Chan Chun Wing, coolie, was found guilty of stealing a cap from the person of a child in Caine-road on Saturday last, and having been in gaol twice before, he was sentenced to six weeks' imprisonment with hard labour.

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Wong Akau, hat cleaner, was sent to gaol for three months as a rogue and vagabond. He had been gambling in Tai-ping-shan street, and he admitted eleven previous convictions, ten of which were similar to the present one, and one was for larceny from the person.

UNLAWFUL POSSESSION.

Kwok Tai Fuk, boatman, was charged with the theft of a watch and chain and a silver mounted stick, the property of C. Gramko, second officer of the British barque *Queen of India*.

Mr. Gramko said he went ashore on Thursday night, and got drunk. He got on board a sampan about midnight, and falling asleep on board on the way to the ship, he remembered nothing more until he woke up the next morning, and found he had been relieved of his watch and chain and his walking stick. He gave information to the police, and a lokang went in search of the defendant's boat, which he found at Tsim Tsa Tsui, and on searching it, the missing stick was found in the defendant's box.

The defendant said he found the stick in his boat, and he denied all knowledge of the watch and chain. He did not give the stick to the police as he was too busy.

Convicted of unlawful possession of the stick and sent to gaol for a week.

BREACH OF THE SLAUGHTER HOUSE REGULATIONS.

Wan Achi, shop coolie, was convicted of slaughtering a pig otherwhere than in the Slaughter House, viz., in the Wong Man Ka shop in Queen's-road Central.

Inspector Quinoy said the pig was diseased, and not fit for human food.

The defendant was fined $5, and the carcase was ordered to the buried.

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Wong Aho, tailor, for the theft of a long coat, valued at $12, was sent to gaol for a week.

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James McDonald, seaman of the American barque *Coloma*, admitted being a straggler from his ship, and the police were ordered to put him on board.

GROSS CRUELTY TO A CHILD.

Chan Aching, married woman, was charged with assaulting a child under the age of 14 years, on the 10th inst.

Inspector Quinoy said he was in Hollywood-road on Friday, when a communication was made to him which led him to enter house No. 89. He met the prisoner there and asked her who was beating a child. The woman denied all knowledge of any such beating, but he searched the place, and in the back room found a little girl about four years old, whose body was all over covered with bruises. He arrested the woman, and sent the child to the Colonial Surgeon.

A woman living in the same house gave evidence to seeing the defendant beat the child, on this and several previous occasions. She remonstrated with the woman, but was told it was no affair of hers.

Dr. Ayres stated that he examined the child, and found it was all over bruises on the arms and legs, some of the bruises being old, and some recent; and she was also covered with sores. The child was only about three years old.

The woman denied beating the child. She said she had had the girl some ten days or so, its mother having left it under her charge.

The prisoner was sent to prison for a month, and the child to the Tung Wah Hospital for treatment, after which it will be sent to the Registrar-General.

## SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

The annual general meeting of this Company was held on the 4th February at the offices of Messrs. Russell & Co., Mr. F. D. Hitch, President of the Board of directors, occupied the chair, and there were also present Messrs. F. H. Bell, R. McLeod, G. H. Wheeler, and P. Maclean (directors), and Messrs. R. M. Campbell, J. D. Thorburn, and C. Thorne, representing 13,491 shares.

The following report and accounts were presented:—

The directors have to submit the liquidating accounts for the year 1883.

The fixed deposit with the Hongkong and Shanghai Banking Corporation stands at Tls. 31,000.

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The following report and accounts were presented:—

The directors have to submit the liquidating accounts for the year 1883.

The fixed deposit with the Hongkong and Shanghai Banking Corporation stands at Tls. 31,000.

[illegible] Company having resigned from the Board on his departure from China, the directors have appointed Mr. Frederic D. Hitch, President.

FRED. D. HITCH, President.
FRED. H. BELL,
A. MCLEOD,
G. H. WHEELER,
PETER MACLEAN,
} Directors.

Shanghai, 14th January, 1884.

The CHAIRMAN said—As you will notice, the accounts show very little change since the last meeting, and the outstanding leases still prevent the winding up of the Company, even if there were no other reasons. We have heard nothing about the *Alabama* claims, and I do not know whether we shall—at any rate I do not think there is much to hope for from that source. The only important change during the year has been the cancelling of the lease of Webb's property—or rather his children's property,—that having been acquired by the China Merchants' Company. On the other hand the cancelling of the lease which we thought would have been cancelled two years ago did not come off, those who represent the property having decided not to change the lease from our names to those of the China Merchants. We supposed last year that that matter was in a fair way of settlement, because they wanted to build a godown on the property; but it remains *in statu quo*, and these leases do not fall in till 1889, so that we have every prospect of carrying on the Company till that year. There is nothing else for me to say, except to move:—"That the Report of the Directors and the Accounts of the Liquidators for the year 1883, as presented, be accepted and passed, and that the appointment of Mr. F. D. Hitch as President be hereby confirmed.

Mr. BELL seconded the motion.

Mr. MACLEAN—Won't these Frenchmen come to any terms?

The CHAIRMAN—They decline to accept the China Merchants' Company as lessees, preferring to have it stand in our names. I do not suppose there is any likelihood of it, because they want to make terms for its sale.

Mr. MCLEOD—If they do sell it, there will then be nothing to keep the Company on?

The CHAIRMAN—Nothing, unless the shareholders want to wait for these *Alabama* claims—and there is the question of the fees for tonnage; but I think it is more likely than not that we shall get nothing out of that. As you will remember, there was some ambiguity about the law regulating the collection of the fees, and it was decided in favour of the steamers; for several years we had been paying too much. But the last of those payments was made eight or nine years ago, and I do not believe we shall ever get anything back.

The motion was unanimously adopted, and the meeting terminated with a vote of thanks to the Chairman, moved by Mr. Maclean.—*Daily News.*

## FOOCHOW.

The Chinese gunboat *Yung Pao* arrived at the Anchorage a few days ago, bringing about five hundred native soldiers from Wuhu, who have been stationed at Quan Tao. We are informed that the steamer *Lee Yuen* and two other of the China Merchants' steamers are expected to shortly arrive with more troops.

Referring to our paragraph in our last issue to the effect "that upon the arrival of the French gunboat *Volta* at the Anchorage no compradore could be found to board her, the Mandarins having sent an order to the whole of the compradores prohibiting their supplying this vessel with stores, owing to the Franco-China difficulty," we are pleased to find that the report was unfounded. On the contrary, the officers of all the Chinese men-of-war in port called upon the French gunboat and were received most hospitably, being taken over the vessel and shown the working of her guns. So far as the officials of this province are concerned, there is not the slightest hostility towards the French, and no war is anticipated.

A native joiner, whose business was peculiarly lucrative during the epidemic season, recently found himself in sufficiently good circumstances as

Finally the *Hansa* returned in safety to Kiel, there to await the end of its day, for no one will venture to confront a hostile vessel with it. This wholly unsuccessful experiment was followed by an attempt to construct a new type of ironclad corvette the so-called sally or sortie corvette, of which five have already been built. But neither these nor the 13 ironclad gunboats begun about the same time, nor the ten torpedo boats left by Herr von Stosch to his successor have, to be brief, at all justified the expectations entertained of them by their projector. . . . . The resignation of Herr von Stosch is connected with these repeated failures. General Caprier commenced by proposing to the Emperor to include in next year's squadron of evolution several of the ironclad corvettes of the so-called sally or sortie type, and thus put their powers to a test which Herr von Stosch somehow or other omitted to employ. The requirements for the construction of these sally corvettes were moderate draught of water, enabling them to enter the chief ports of the Baltic, great defensive power consisting in especially strong armour, and at the same time offensive power so great as to enable them to assail hostile vessels anywhere in the Baltic. In addition to all that, their rigging was to be disposed with, as they were only meant for Baltic service, and the bunkers were to be of moderate size, as it would be easy for the corvettes to re-coal at any Baltic port. "In conformity, therefore, with this original plan," the writer says, "we have now received vessels which, by reason of their flat bottoms and their lack of rigging, roll frightfully in a heavy sea, so that there can be no question of good shooting with their heavy guns, which leave very much to be desired in point of speed, which can only manage to manoeuvre fairly well when their engines are at full speed, and which, finally, draw so much water that the idea of running them into any of the Baltic ports upon occasion seems very problematical. Another new type of vessel devised by the previous naval administration is that of ironclad gunboats, of which there are now 13. These are vessels of 1,100 tons displacement, each carrying a gun of the heaviest calibre behind a semi-circular armour shield towards the prow, and costing over a million marks. Intended to defend river and harbour mouths, these gunboats are nothing but a sort of floating battery. The slightest sea makes them roll and stagger in such a manner that accidental hits by them can only be counted on, and a really heavy sea sends them back at once into calmer water. Strand batteries even would accomplish more, and even two new gunboats of the same type, less in size by a fifth, but with almost double the steam power are not pushed forward. But the series of doubtful achievements of the former marine administration is not yet exhausted, and when we say that the German Navy possesses no corvette which makes more than 14 knots, and no torpedo boat that makes more than 18 knots, we have said enough, especially when it is considered that Russia, England, and even Denmark have built torpedo boats which run their good 20 knots.—*Globe.*

An official document has been issued by the Government of the Argentine Republic giving a statistical and geographical review of the country and its resources, with all its various features. This report is worth studying by those who are seeking a new sphere in the emigration field. It appears that the country is ten times as large as Great Britain and six times as large as Germany. The population, however, only stands at three millions. Out of these nearly 400,000 are foreigners, Italians, French, and Spaniards greatly predominating, though there are already 18,000 British. The density of population is only four per square mile; whereas in Great Britain it is 291 and in Belgium 485. It is, therefore, shown that 100,000,000 individuals over and above what there are at present in the Republic could live in the country with much greater ease than in Europe. As to the climate, the report says:—"The peoples of all European races, whatever the origin of these may be, can come over to this country without any previous acclimatisation, and continue their usual manner of living without the slightest danger to their health."

## COMMERCIAL INTELLIGENCE.

MONDAY, 11th February.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand.....3/7½
Bank Bills, at 30 days' sight...3/7½
Bank Bills, at 4 months' sight3/8½
Credits, at 4 months' sight ..3/8½
Documentary Bills, at 4 months' sight .....3/8½

ON PARIS.—
Bank Bills, on demand .....4.58
Credits, at 4 months' sight.....4.68

ON BOMBAY.—Bank, 3 days' sight 221
ON CALCUTTA.—Bank, 3 days' sight 221
ON SHANGHAI.—
Bank, sight .....72½
Private, 30 days' sight.....73½

SHARES.

Hongkong and Shanghai Bank Shares (Cum New Issue)—168 per cent. premium.
Union Insurance Society of Canton, Limited—$620 per share.
China Traders' Insurance Company's Shares—376 per share.
North China Insurance—Tls. 1,350 per share.
Yangtsze Insurance Association—Tls. 1,000 per share.
Chinese Insurance Company, Limited—$200 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$100 per share.
Hongkong Fire Insurance Company's Shares—$590 per share.
China Fire Insurance Company's Shares—$71 per share.
Hongkong and Whampoa Dock Company's Shares—53 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$48 premium.
Indo-China Steam Navigation Co.'s Shares—25 per cent. discount.
China and Manila Steamship Company, Limited, —Par.
Hongkong Gas Company's Shares—$84 per share.
Hongkong Hotel Company's Shares—$150 per share.
China Sugar Refining Company, Limited—$124 per share.
China Sugar Refining Company (Debentures)—Nominal.
Luzon Sugar Refining Company, Limited—$94 per share.
Hongkong Ice Company's Shares—$150 per share.
Hongkong and China Bakery Company, Limited —$82 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—Nominal.
Chinese Imperial Loan of 1881—Par.

## HONGKONG TEMPERATURE.

(From Messrs FALCONER & Co.'s Registers.)
February 11th.

| | |
|---|---|
| Barometer—9 A.M. | 30.315 |
| Barometer—1 P.M. | 30.234 |
| Barometer—6 P.M. | 30.215 |
| Thermometer—9 A.M. | 56 |
| Thermometer—1 P.M. | 57 |
| Thermometer—6 P.M. | 55 |
| Thermometer—9 A.M. (Wet bulb) | 54 |
| Thermometer—1 P.M. (Wet bulb) | 54 |
| Thermometer—6 P.M. (Wet bulb) | 54 |
| Thermometer—Maximum | 57 |
| Thermometer—Minimum (over night) | 55 |

## HONGKONG TIDE-TABLE.

12TH TO 16TH FEBRUARY, 1884.

| | Day of Week. | Day of Month. | High Water. Hongkong Mean Time. | Height. | Low Water. Hongkong Mean Time. | Height. |
|---|---|---|---|---|---|---|
| | | | h m | ft. in. | h m | ft. in. |
| Tu. | 12 | | m 10 28 | 2 11 | m 4 0 | —1 5 |
| | | | 9 43 a | 5 2 | 8 20 a | 0 5 |
| W. | 13 | | m 11 0 | 3 1 | m 4 35 | —1 4 |
| | | | 10 26 a | 4 9 | 9 0 a | 0 11 |
| Th. | 14 | | m 11 52 | 3 8 | m 5 6 | —1 1 |
| | | | 11 2 a | 4 3 | 9 51 a | 0 4 |
| F. | 15 | | 0 4 a | 3 4 | m 6 37 | —0 9 |
| | | | 11 36 a | 3 7 | 9 28 a | 0 6 |
| Sat. | 16 | | 0 59 a | 3 6 | m 0 7 | —0 4 |
| | | | | | 9 50 a | 0 5 |
| S. | 17 | | m 0 9 | 3 0 | m 6 34 | 0 1 |
| | | | 1 9 a | 3 6 | 7 29 a | 0 10 |
| M. | 18 | | m 0 40 | 2 4 | m 7 0 | 0 6 |
| | | | 2 45 a | 3 5 | 8 40 a | 0 11 |

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which dates the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

## CHINA COAST METEOROLOGICAL REGISTER.

9th February, 1884, at 4 P.M.

| STATION. | Barometer red. to sea level. 32° Fahr. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. | Rain last 24 hours. |
|---|---|---|---|---|---|---|---|
| Manila | 30.06 | 83.0 | 60 | WSW | 3 | c | — |
| Hongkong | 30.37 | 54.0 | 67 | E | 2 | o | — |
| Amoy | 30.33 | 57.0 | 62 | NE | 2 | o | — |
| Foochow | 30.33 | 60.0 | 73 | NE | 4 | o | — |
| Shanghai | 30.33 | 39.5 | 52 | WSW | 2 | b | — |
| Nagasaki | 30.07 | — | — | E | 4 | — | — |
| Wladiwostock | — | — | — | — | — | — | — |

10th February, 1884, at 10 A.M.

| STATION. | Barometer red. to sea level. 32° Fahr. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. | Rain last 24 hours. |
|---|---|---|---|---|---|---|---|
| Manila | 30.17 | 81.0 | 63 | WSW | 1 | c | — |
| Hongkong | 30.34 | 54.9 | 74 | NNE | 4 | c | — |
| Amoy | 30.34 | 60.0 | 55 | NE | 1 | o | — |
| Foochow | 30.34 | 44.0 | 64 | NE | 3 | o | — |
| Shanghai | 30.47 | 34.0 | 85 | NE | 2 | b | — |
| Nagasaki | 30.45 | — | — | NW | 3 | f | 0.02 |
| Wladiwostock | — | — | — | — | — | — | — |

10th February, 1884, at 4 P.M.

| STATION. | Barometer red. to sea level. 32° Fahr. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. | Rain last 24 hours. |
|---|---|---|---|---|---|---|---|
| Manila | 30.07 | 81.9 | 60 | NNW | 2 | b | — |
| Hongkong | 30.22 | 57.4 | 76 | NNE | 3 | o | — |
| Amoy | 30.30 | 64.0 | 74 | NE | 1 | o | — |
| Foochow | 30.43 | 45.0 | 84 | NE | 3 | r | — |
| Shanghai | 30.49 | 37.0 | 71 | NNE | 4 | o | — |
| Nagasaki | 30.43 | — | — | N | 8 | f | — |
| Wladiwostock | 30.30 | 14.7 | — | — | 0 | b | — |

11th February, 1884, at 10 A.M.

| STATION. | Barometer red. to sea level. 32° Fahr. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. | Rain last 24 hours. |
|---|---|---|---|---|---|---|---|
| Manila | — | — | — | — | — | — | — |
| Hongkong | 30.30 | 51.5 | 87 | NNE | 4 | o | 0.26 |
| Amoy | 30.35 | 52.0 | 86 | NW | 2 | OY | 0.33 |
| Foochow | — | — | — | — | — | — | — |
| Shanghai | 30.54 | 39.5 | 85 | NNE | 2 | o | — |
| Nagasaki | 30.54 | — | — | N | 1 | o | 0.02 |
| Wladiwostock | 30.63 | 20.7 | — | — | 0 | b | — |

☞ The Barometer has risen slightly especially in the North but has fallen in Hongkong. Gradients indicate E. winds. The Temperature remains rather low here and has fallen in the North. Rain has fallen at most stations.

W. DOBERCK.
Hongkong Observatory, 11th February, 1884.

## METEOROLOGICAL REGISTER.

| | Previous day. at 4 p.m. | On date at 10 a.m. | On date at 4 p.m. |
|---|---|---|---|
| Barometer | 30.22 | 30.30 | 30.18 |
| Temperature | 57.4 | 55.1 | 54.0 |
| Humidity | 76 | 37 | 80 |
| Direction of wind | E.N.E. | E.N.E. | E.N.E. |
| Force of wind | 3 | 4 | 4 |
| Weather | O. | O. | O.D. |
| Rain | — | — | — |

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees and tenths Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).—The letters are repeated to indicate any increase over the average of their signification.
7.—RAIN in inches, tenths and hundredths.

For further particulars see "Instructions for making Meteorological Observations in China" (KELLY AND WALSH, Hongkong).

W. DOBERCK.
Hongkong Observatory, 11th February, 1884.

## INTIMATIONS.

### LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYORSHIP AT HONGKONG.

THE Committee of Lloyd's Register of British and Foreign Shipping being desirous to appoint a Surveyor at the port of Hongkong, for the purpose of holding surveys on the Engines and Boilers of Steam Vessels;

NOTICE is hereby given that applications from persons wishing to become candidates, accompanied by testimonials as to the applicants' personal character and professional fitness for the office, will be considered, if forwarded to E. BURNIE, Esq., Surveyor to Lloyd's Register, Hongkong, in time for transmission to the Secretary on or before the 1st March, 1884.

It is necessary that every candidate should make his application in his own handwriting, and also that he should state his age, and describe the experience he has had and the occupations in which he is at present engaged. Applicants should also set forth whether they have had any experience in respect to the surveying of Wood and Iron Ships, and, if so, to what extent.

The Surveyor will not be required to be exclusively the servant of the Society, and his remuneration will depend upon the fees he receives for surveys.

Further particulars as to remuneration, &c., may be obtained on enquiry at the office of E. BURNIE, Esq., as above.

By Order of the Committee,
B. WAYMOUTH,
Secretary.
2, White Lion Court, Cornhill, E.C. [304

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Hongkong, January, 1867. [20

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January 1882. [958

NOTICE.
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JAS. E. COUGHTRIE,
Secretary.
27th March, 1882. [692

## INSURANCES.

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WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1705

THE STRAITS INSURANCE COMPANY, LIMITED.
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ARNHOLD, KARBERG & Co.
5th November, 1883. [2004

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LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
12th May, 1881. [13

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DOUGLAS LAPRAIK & Co.
11th May, 1881. [14

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
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GILMAN & Co.
1st January, 1882. [16

PHŒNIX FIRE OFFICE.
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On First-class Chinese Tenements ..... at 2 % Net per Annum.
On Second-class Chinese Tenements ..... at 2½ % Net per Annum.
DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
5th August, 1881. [15

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THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
27th March, 1876 [10

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SIEMSSEN & Co.,
Agents.
16th November, 1872. [12

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HOLLIDAY, WISE & Co.
26th July, 1872. [11

FIRE INSURANCE COMPANY, OF 1877. IN HAMBURG.
THE Undersigned Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.
PUSTAU & Co.,
Agents.
18th January, 1884. [192

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.
HEAD OFFICE—SHANGHAI.
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TONG KING SING, Esq., Chairman.
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Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.
HO SHEN CHEE,
Secretary.
Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1102

NOTICE.
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The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.
NORTON & Co., Agents.
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## VESSELS ON THE BERTH.

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FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"HECTOR,"
Captain Billinge, will be despatched as above on or about the 13th February.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
30th January, 1884. [167

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG, AND CALCUTTA.
The Company's Chartered Steamship
"LENNOX,"
Captain David Scott, will be despatched for the above Ports on THURSDAY, the 14th instant, at THREE P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
7th February, 1884. [324

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Steamship
"JAPAN,"
Captain T. S. Gardner, will be despatched for the above Ports on THURSDAY, the 14th instant, at THREE P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
8th February, 1884. [325

CHINA NAVIGATION COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)
THE Steamship
"WOOSUNG."
Captain Hunt, will be despatched as above on THURSDAY, the 14th February, at FOUR P.M.
This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.
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BUTTERFIELD & SWIRE, Agents.
15th January, 1884. [168

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR ILOILO, SANDAKAN, AND KUDAT
THE Company's Steamship
"AMATISTA,"
Captain Hamlin, will be despatched for the above Ports on FRIDAY, the 15th instant, at FIVE P.M.
No Cargo will be received later than ONE P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
5th February, 1884. [311

UNION LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"SELEMBRIA,"
Captain Fowler, will be despatched for the above Port on or about FRIDAY, the 15th February.
For Freight or Passage, apply to
RUSSELL & Co.
29th January, 1884. [243

FOR SAIGON.
THE Steamship
"VORTIGERN,"
Captain J. Brown, will be despatched for the above Port on FRIDAY, the 15th instant.
For Freight or Passage, apply to
SOEY SHING,
Bonham Strand.
9th February, 1884. [339

FOR LONDON VIA SUEZ CANAL.
THE Steamship
"GLENROY,"
Captain Geake, will be despatched as above on or about the 18th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
4th February, 1884. [296

STEAM TO YOKOHAMA VIA NAGASAKI AND HIOGO.
(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"KHIVA,"
will leave for the above place on THURSDAY, the 21st instant, at NOON.
A. McIVER,
Superintendent.
9th February, 1884.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"MALWA,"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
9th February, 1884.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
THE Company's Steamship
"VOLGA,"
Captain Du Temple, will be despatched for YOKOHAMA,
shortly after the arrival of the next French Mail from Europe.
J. MARTIN,
Acting Agent.
5th February, 1884.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
THE Company's Steamship
"ANADYR,"
Captain Tillier, will be despatched for SHANGHAI,
shortly after her arrival from Europe.
J. MARTIN,
Acting Agent.
5th February, 1884.

FOR HAMBURG, DIRECT.
THE 3/3 L. I. I. French Barque
"SAINT IDEUC,"
Durand, Master, will load here for the above Port and will have quick despatch.
For Freight or Passage, apply to
CARLOWITZ & Co.
15th January, 1884. [164

## VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, CO. LOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
BOMBAY.

ON TUESDAY, the 12th day of February, 1884, at NOON, the Company's Steamship "OXUS," Commandant Rapatel, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON of 11th February, 1884.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 11th February, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

J. MARTIN,
Acting Agent.
2nd February, 1884.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.
(Taking Cargo for YOKOHAMA.)

THE "TAKACHIHO-MARU," Captain NYE, due here on or about the 11th inst., will be despatched as above on FRIDAY, the 15th instant, at FOUR P.M.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP,
Agent.
7th February, 1884.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ASSAM," Captain S. F. Cole, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL on TUESDAY, the 19th February, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viâ Bombay, without transhipment, arriving one week later than by the ordinary direct route viâ Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and

## EXTRACTS.

### "BIOTHANASIA."

Life, Death: a twofold mystery: too deep,
Too deep to entertain.
The one must prove the other vain,
But which is wakefulness, and which is sleep?
The one *must* prove the other vain. Of them
One will prove strong and rule:
One scoff the other, call him "fool,"
And taunting sing his pitcous requiem.

INCUS, in *Public Opinion.*

### A PROFESSIONAL MERRY ANDREW.

"Are clowns born clowns, or do they gradually turn clowns as they grow up?" This was a problem propounded by Dickens in his "Life of Grimaldi." One thing is certain, that Mr. Harry Payne, "the last of the clowns," as he has aptly been called, was born a harlequin, although his father, "Old Billy," or, as he used to be styled on the programmes, Mr. W. H. Payne, was a clown before him. Harry is very proud of his father, who died five years ago. He played clown both at Drury Lane and Covent Garden, and much of the business still retained in the "comic scenes" was of his invention. It is not only on the stage that Harry Payne is popular among children. Though a single man, a nursery is to him an "earthly paradise." He is never so happy as when romping with a party of boys and girls, and it would be difficult to find his equal as a tranquilliser of babies. Every morning he is besieged at Camden-town by children on their way to school, who know that somewhere mixed up in his clothes are stores of sweetmeats, or surprises in the shape of toys. When he distributes the crackers from the stage each evening he always saves two, and carries them home for a little girl and boy who are special favourites. In consequence of continually playing to children he has acquired a sympathy with child-nature. Children are his only audience. When arranging his business their amusement is his only thought. What matter if the jokes be old? They are new to the children. He plays to them, and not to the old *blasé* playgoers and *dilettanti* critics. He takes his line as a clown from Tom Matthews, and these two have much in common. If you watch Harry Payne's clowning you will remark the absence of mere senseless horse-play. His clown is a mirthful buffoon, not a vulgar street rough. All his pranks have some meaning, every piece of business is carefully thought out and rehearsed beforehand. Harry Payne arranges all his harlequinades while lying in bed. On the walls of the room hang a number of pictures by Charles Lyall, representing scenes in the pantomimes produced at Covent Garden by the Payne and Harrison Company. There is also an excellent likeness of Grimaldi, and several reminiscences of plays and players. By his bedside he keeps a note-book and pencil. When a new idea strikes him he immediately makes a note of it, and he works out the details of a scene before he attempts it on the stage. The arrangement of the whole harlequinade is left to the clown. He has to teach his associates their business, drill the boys, and put the policeman through his facings. In the "Drury Lane Annual," last year, Mr. Payne told a most characteristic story concerning one of the little fellows whom he trained for some business in one of his pantomimes. No prettier tale appeared last Christmas than that which related how young Joe Packer fell down a trap a week before Boxing Night and broke a limb, and how his little sister dressed in his clothes and begged to play his part. Harry found she knew all about it, for the pair had rehearsed it together at home. Let us finish the story in his own words:—"She was a great success on the first night. Although the audience called for her after her song, she did not come back, but sat at the wings crying. She won a complete triumph for her brother, whose name was printed in the programme and in all the papers, although he did not appear once in the run of the pantomime. On the strength of those notices I daresay he got his foot on the ladder of fame, up which he has climbed pretty high by this time, for he is now a popular actor and a favourite with the public As for his sister, her first and last appearance upon the stage, I believe, is chronicled in this story—not a very wonderful story, perhaps, but as true as I am a sinner." He has a whole fund of such recollections, and, as if to illustrate the bent of his mind, they are mostly pathetic. Once at the Surrey Theatre the harlequin slipped as he leapt through a clock-face, and his leg stuck in the scene. Harry, who was clown, thinking to cover the bad retreat by a laugh, took hold of the leg and cried to the audience as he shook it, "O, there's a clumsy man!" The harlequin was pulled through, and the scene proceeded; but as he did not put in an appearance again, the clown inquired the cause of the prompter. "He has broken his leg," was the reply. It was the leg he had shaken. When he heard it Harry Payne fainted on the stage. Away from the foot lights no one would suspect him of being a clown. He looks more like a thriving stock-broker than a professional Merry Andrew. He is well known, too, in the neighbourhood of Capel-court, where he frequently seeks the advice of old City friends on the subject of safe investments; for unlike too many members of his profession, he is of a provident disposition, and perfers preparing for the proverbial rainy day to mortgaging an uncertain future for a reckless present. Formerly, when not playing in pantomimes, he used to travel in the provinces with the opera companies; he was also a stock Charles the Wrestler in "As You Like It." He is an inveterate sportsman. With rod in hand he loves to wander among the Welsh mountains and throw for trout in shady streams. On moor and over stubble his gun has often helped to fill many a bag; but fishing is his favourite occupation. His friends have come upon him in all manner of places—on a pierhead in Cumberland, in a punt on a midland county pond, on the bank of some quiet reach of the Thames—playing his line with contented composure, and probably forgetful that Boxing Night was approaching, when he would be called on to play another line equally congenial. He is also much given to yachting, and in company with his brother-in-law—who owns one of the smartest little yachts afloat—he makes every summer an excursion round the coast.—*World.*

### A NARROW ESCAPE.

The *Echo du Nord* gives the narrative of an adventure which, save for a providential chance, might have resulted in a dreadful termination to the parties most concerned. Three young men of Lille, on a holiday excursion, resolved to explore the famous subterranean recesses at Lézinnes, and for that purpose sought one of their friends, a resident of the locality. The friend referred them to another individual, who professed to be well acquainted with the way through the caves, and offered to guide the visitors. Provided with a common candle, of small size, and a box of matches, as if he was merely going to look for something in a cellar, the cicerone led the three young men confidently into the very curious but sometimes dangerously intricate underground labyrinth. It did not read the gift of prophecy to foresee what occurred. At first the volunteer guide who, after all, had but a very imperfect knowledge of the cavern depths, found that he had lost his way, and, becoming confused, strayed hopelessly about with his companions. Feeling more at a loss than ever, they perceived with dismay that their candle was nearly burnt to the end, and this at length being entirely consumed, recourse was had to the box of matches, which were lighted and burnt one after the other until no more remained. A seemingly interminable period of suspense, and the feelings of the explorers may be more readily imagined than described. Plunged in the damp and pitchy gloom of what appeared to be an immense sepulchre, of unknown depth in the bowels of the earth, without food, and probably doomed to one of the most frightful forms of death, there was but one hope remaining to them. The possibility that some one, the friend who had been left above included, who might be cognisant of their descent in the cavern, and who would become solicitous about their non-reappearance, and institute a search, seemed the only chance of rescue reserved to them. To add to their apprehensions they were well aware of the sad fate which had befallen M. Puy, the mushroom cultivator, who had entered the same caverns in 1848, and had never returned to his home or been since found. Many hours were thus passed in mortal anxiety, and terribly long they must have appeared to the captives. At length they could scarcely repress their screams of joy at the appearance of a faint, glimmering light, in the far-off darkness between the massive columns of chalk that supported the roof of the limestone cavern. The rush to the saving light was a maddened race for the benighted explorers, who, to their transports of delight, encountered M. Mathias, a farmer of the neighbourhood, who had descended the cavern to look after his beds of chicory roots. The thankfulness of the whole party at their escape from what might have readily proved a living death, will need no further recital, but the recollection of their trip to the caves of Lézinnes will likely be engraved upon their memory for many years to come.

### MODERN FALCONRY.

There is a vague idea even among people who know little of field sports, that falconry has not altogether died out in England. A hooded hawk is not absolutely an unknown sight in London, and from time to time there are accounts in the papers of certain feats performed by trained falcons. But beyond this very ill-defined impression that a few head of game and perhaps a few other birds and beasts are annually caught by means of the old sport, not one man in a thousand has any more knowledge of it than of alchemy or necromancy, or any other obsolete mystery. Those who still addict themselves to it, says the *Saturday Review*, are regarded as eccentric enthusiasts, if not actual monomaniacs, engaged in a wild attempt to revive what is in reality a hopeless anachronism. A modern falconer is a sort of Ishmaelite, and feels that every man's hand is against him. He is accused of every crime, possible and impossible, with which a hawk can be taxed, from killing stray carrier pigeons to frightening away the partridges off a whole estate, or perhaps even a whole parish. He finds it almost impossible to rent a country for hawking; and even when he has done so, he usually finds himself in hot water with the occupants of the surrounding properties. Should a hawk be lost, he meets with little assistance in recovering it, or learning where it has been seen, and often does so only when it has been shot by a keeper or knocked on the head by some ignorant or malevolent rustic. He has a difficulty in procuring hawks, for almost every eyrie in the country is now either destroyed by the preservers of game or idle collectors of eggs. And when he has got and trained his hawks, there is a comparatively limited choice of quarry at which to fly them. Cranes and kites, formerly the most noble objects of pursuit, are practically extinct. Herons are not to be found in any country where a good flight could be had. Wild duck will not lie as once they did, close enough to make it worth while to attempt them; and the same thing may be said of snipe, quail, landrail, and various other birds which once afforded good sport. Add to all this the increasing difficulty of finding a professed falconer, or even any servant capable of attending to the trained birds, and the impossibility of learning the art in any practical school, such as was formerly to be found in every baronial castle or hall throughout the land. With all these obstacles staring them in the face, it is, perhaps, more to be wondered at that falconers should still exist than that they should be as few as they are. Possibly that small fraternity which does still cope with the dangers and troubles besetting the art is still more staunch in its devotion thereto than the old-fashioned falconers, for whom things were made so smooth. The surviving branches of the falconer's art are of course comparatively few; and so in like manner are the birds of prey employed. Lanners and Barbary falcons—once imported at a large cost, and flown with great success at game—are now only picked up by chance, and trained rather as a curiosity. The majestic Jerfalcon, whether of the Norway, Iceland, or Greenland variety, has been more often used, but not with the same effect as in the days gone by. Hobbies, which were once highly esteemed, and which for symmetry and powers of flight appear to surpass all other hawks, are only to be had by great good luck; and their management is also less well understood than it was. The four kinds now used at all generally are peregrines, merlins, goshawks, and sparrow-hawks; and of the former there are more trained every year than of all the rest put together. Rook-hawking may be called the most popular, and probably the best also, of modern flights. It was by no means despised in ancient days, for the French and English kings, besides their first-rate falcons, used for more ambitious purposes, always kept a goodly array of peregrines for flying *à la corneille*. It is the peregrine which is still used for this purpose, and especially the "passage falcon," by which is meant a female bird caught during her first migratory passage, when she is about five or six months old. The winter months are employed in reclaiming and getting these birds fit for a campaign on the open downs; and by the first days of spring they ought to be able to take the field. The rooks are then in fine fettle, strong on the wing, and give very much such a flight as we read of in ancient descriptions of heron-hawking. They "take the air" and go up in "rings" or circles, attempting to keep above the hawk; and, if worsted at this game, dash away down wind towards the nearest cover, eluding with great skill the stoops of the pursuing enemy. In order that they may not be overmatched, it is usual to fly only one hawk at a time; whereas in heron-hawking two were almost always flown together. It is in this flight that the wild-caught peregrine shows himself superior to the "eyess," which, having been taken young from the nest, has never had to find her own living for herself. Nevertheless, there are eyesses—and not only eyess "falcons," or females, but the males, or "tiercels" also—which are good enough for rooks; and occasionally a peregrine which has been found of little or no use for game in the autumn will fly in grand form at rooks in the winter and spring. An old cock rook found quite in the open will sometimes take the hawk away two or three miles "as the crow flies" before he is taken or driven to cover; and now and then both birds will climb so high into the sky as to be lost sight of overhead. This kind of flight accordingly requires that the field should be well mounted; and the distance covered in a heavy day's work will often exceed forty miles.

### INFIDELS AT CHURCH.

A meeting of professed infidels is reported to have been held on the 2nd December in the Parish Church of Nottingham, by invitation of the rector. The Rev. Professor Symes delivered an address on the subject of God, in the course of which he said that if as much time had been devoted to the work of bettering the condition of the poor of the great cities as had been expended on theological controversy, the mass of misery which at present appalled them would have not now to be faced. The address was followed by a discussion at which the town clerk of Nottingham presided.

### CONVERSION OF LIGHT INTO ELECTRICITY.

The conversion of electricity into light is now a fact of every-day utility, but the reverse process has been very slow of accomplishment. It has, however, been effected by Herr Sauer, whose sunlight battery has been described in the *Electrotechnische Zeitschrift.* The chemical rays furnish the power, and the battery will only act in sunlight. It consists of a glass vessel, containing a solution of fifteen parts of table salt and seven parts of sulphate of copper, in 106 parts of water. In this is placed a porous cell containing mercury. One electrode is made of platinum, and the other of sulphide of silver, and both are connected with a galvanometer. When not in use the whole is enclosed in a box. When in use, the platinum electrode is immersed in the mercury, and the other in the salt solution; the battery is placed in the sunlight, and the galvanometer needle is then found to be deflected, the sulphide of silver being the negative pole. If the sun is clouded, or any other change in the intensity of the light occurs, it is indicated, by the needle. The exact effect produced by the light rays does not as yet appear very clear, but their presence distinctly produces electrical action, and their absence suspends it.—*Engineering.*

### ANECDOTES OF LORD KILMOREY.

In a notice of a book entitled "Some Professions" by a former member of the Council of the Incorporated Law Society, recently published by Messrs. Bentley and Son, the *Athenæum* says:—The eccentricities of the late Lord Kilmorey were so well-known that it was scarcely necessary to attempt to disguise him under the name of the Earl of Drayton. He was over ninety when he died. He had been in the Guards, and "was with Sir John Moore's army in the advance from Salamanca to attack Soult, and in the subsequent disastrous retreat to Corunna," and "had seen as much of travel, sport, and adventure, as much of life in its various phases, good and evil, as any man of his generation." In later life he had a passion for buying places on the Thames, improving, and then selling them. On one occasion, it being necessary for his projected improvement that he should add a scrap of waste land to his property, he at once fenced it in. At night the fence was pulled down. "He put it up again, and again it was laid low, the work of reparation and demolition being repeated several times. At length he devised a plan of his own to meet the case. He wrote at the top of half a dozen separate sheets of foolscap paper, 'Lord Drayton proposes to give next Christmas to the poor of the parish £200.' These sheets of paper he distributed about the parish, one sheet at the public house, another at the butcher's, a third at the chemist's, and so on at other places of resort. He then proceeded to put up the fence again. That night it was levelled as usual. The next morning he went the round of the places where the foolscap sheets had been lodged, and made the following entry in each: 'To cost of putting up fence pulled down last night, £5, to be deducted from the above £200.'" A disturbance the next night was treated in the same way, and then the fence was allowed to remain, and at Christmas the earl distributed £200 without deduction. Another coveted corner he was unable to obtain, though he tried even more high-handed measures. The piece of land belonged to a laundress, who refused to accept another piece in exchange or double its value in money. So the earl waited till the laundress's linen was hanging out to dry and the wind blew off his own land towards the drying-ground, and then he lighted a bonfire of green wood and kept the dense smoke blowing upon the linen for many hours. But the laundress held to her own, and the earl's quick resentment were long evaporated with the smoke of his own bonfire.

### MARK TWAIN ON ADAM.

The following letter from Mark Twain is published in an American paper:—"You know my weakness for Adam, and you know how I have struggled to get him a monument and failed. Now it seems to me here is my chance. What do we care for a statue of Liberty when we get the thing itself in its widest sublimity? What you want of a monument is to keep you in mind of something you haven't got—something you've lost. Very well, we haven't lost Liberty, we've lost Adam. Another thing; what has Liberty done for us? Nothing in particular that I know of. What have we done for her? Everything. We've given her a home and a good home, too, and if she knows anything she knows that it's the first time she ever struck that novelty. She knows that when we took her in she had been a mere tramp for 6,000 years, Biblical measure. Yes, and we not only mended her troubles and made things soft for her permanently, but we made her respectable, and that she hadn't ever been before. And now, after we have poured out these Atlantic of benefits upon this aged outcast, lo and behold! we are asked to come forward and set up a monument to her. Go to! Let her set up a monument to us if she wants to do the square thing. But suppose your statue represented her old, bent, downcast, shamefaced, with the insults of 6,000 years, imploring a crust and an hour's rest, for God's sake, at our back door! Come, now you're shouting! That's the aspect of her which we need to be reminded of lest we forget it; not this proposed one, where she is hearty and well fed, and holds up her head and flourishes her hospitable schooner of flame, and appears to be inviting all the rest of the tramps to come over. O, go to! This is the very insolence of prosperity. But, on the other hand, look at Adam! What have we done for Adam? Nothing. What has Adam done for us? Everything. He gave us life, he gave us death, he gave us heaven, he gave us hell. These are inestimable privileges, and, remember, not one of these should we have had without Adam. Well, then, he ought to have a monument; for evolution is steadily and surely abolishing him. And be quick about it, or our children's children will grow up in ignorance that there ever was an Adam. With trifling alterations this statue will answer very well for Adam. You can turn that blanket into an ulster without any trouble, part the hair on one side or conceal the set of his head with a fire helmet and at once he's man. Put a harp and a halo and an olive branch in the left hand, to symbolise a part of what Adam did for us, and leave the fire basket just where it is to symbolise the result. My friend, the father of life and death and taxes has been neglected long enough. Shall this infamy be allowed to go on, or shall it stop right here? Behold the enclosed (paid bank) checks. Use them as freely as they are freely contributed. Heaven knows, I would there were a ton of them; I would send them all to you, for my heart is in this sublime work."

## HONGKONG MARKETS.

As Reported by Chinese on the 11th Feb., 1884.

### COTTON GOODS.

| | |
|---|---|
| American Drills, 30 yards, per piece | $2.95 to 3.10 |
| American Drills, 15lbs., per piece | $3.00 to 3.95 |
| Cotton Yarn, No. 14 to 24, per 400 lbs. | $38.50 to 93.00 |
| Cotton Yarn, No. 32 to 32, per 400 lbs. | $98.00 to 105.00 |
| Cotton Yarn, No. 38 to 42, per 400 lbs. | $112.00 to 116.50 |
| Cotton Yarn, Bombay | $78.00 to 79.50 |
| Chintz, per piece | $1.70 to 1.75 |
| Dyed Spotted Shirtings, per piece | $3.60 to 2.85 |
| Dyed Brocades Shirtings, per piece | $3.65 to 3.70 |
| Dyed Damask Shirtings, per piece | $5.50 to 5.65 |
| English Drills, 30 yards, per piece | $2.55 to 2.65 |
| English Drills, 14 lbs., per piece | $2.45 to 2.50 |
| English Drills, 15 lbs., per piece | $2.85 to 2.90 |
| Grey Shirtings, 7 lbs., per piece | $1.55 to 1.53 |
| Grey Shirtings, 8 lbs., per piece | $1.77 to 1.35 |
| Grey Shirtings, 32 lbs., per piece | $1.95 to 2.22 |
| Grey Shirtings, 2 lbs., per piece | $2.65 to 2.75 |
| Grey Shirtings, 10 lbs., per piece | $2.97 to 3.00 |
| GreyT. Cloths, 24 yds. & 32in. 6lbs. p. pc. | $1.20 to 1.25 |
| GreyT. Cloths, 24 yds. & 32in. 7lbs. p. pc. | $1.35 to 1.70 |
| GreyT. Cloths, 24 yds 36 in 8lbs. XO p. pc. | $1.80 to 1.85 |
| GreyT. Cloths, 24 yds 36 in 8lbs. VV p. pc. | $2.30 to 2.35 |
| GreyT. Cloths, 24 yds 36 in 8lbs. XX p. pc. | $2.45 to 2.50 |
| Handkerchiefs, Blue, per dozen | $0.60 to 0.65 |
| Handkerchiefs, Brown, per dozen | $0.55 to 0.62 |
| Handkerchiefs, Red, per dozen | $0.63 to 0.65 |
| Handkerchiefs, Light Red, per dozen | $0.66 to 0.78 |
| Velvet Black, 32 inches, per yard | $0.18 to 0.19 |
| Velvet, Gentian, 22 inches per yard | $0.21 to 0.22 |
| Velveteens, Black, per yard | $0.21 to 0.22 |
| Velveteens, Gentian, per yard | $0.28 to 0.29 |
| White Shirtings, 54 to 60 reed, per piece | $2.15 to 2.35 |
| White Shirtings, 64 to 66 reed, per piece | $2.45 to 2.60 |
| White Shirtings, 68 to 80 reed, per piece | $3.50 to 3.35 |
| White Shirtings, 900 reed, per piece | $3.45 to 3.50 |
| White Shirtings, 7,000 reed, per piece | $3.20 to 3.25 |
| White Shirtings, AA, per piece | $1.65 to 1.70 |
| White Shirtings, BF, per piece | $5.20 to 5.32 |
| White Shirtings, MR, per piece | $3.00 to 3.05 |
| White Spotted Shirtings, per piece | $2.45 to 2.50 |
| White Brocades, per piece | $2.50 to 2.65 |

### WOOLLEN GOODS.

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|---|---|
| Blankets, 8 lbs., per pair | $3.45 to 3.85 |
| Blankets, 9 lbs., per pair | $3.75 to 3.85 |
| Blankets, 10 lbs., per pair | $4.25 to 4.45 |
| Blankets, 12 lbs., per pair | $5.70 to 5.75 |
| Camlets, SSS, per piece | $13.50 to 14.00 |
| Camlets, SS, per piece | $13.50 to 14.00 |
| Camlets, S, per piece | $14.50 to 15.00 |
| Camlets, HHS, per piece | $16.50 to 17.00 |
| Camlets, AAA, per piece | $16.50 to 17.00 |
| Camlets, LLL, per piece | $13.50 to 14.00 |
| Long Ells, MM Scarlet, per piece | $6.35 to 6.70 |
| Long Ells, MM Assorted, per piece | $6.35 to 6.70 |
| Long Ells, HH Scarlet, per piece | $6.85 to 7.70 |
| Long Ells, HH Assorted, per piece | $6.65 to 6.70 |
| Long Ells, H Scarlet, per piece | $6.65 to 6.70 |
| Long Ells, H Assorted, per piece | $ 6.70 to 6.75 |
| Lastings, DD, per piece | $12.50 to 13.25 |
| Spanish Stripes, per yard | $0.72 to 0.73 |

### METALS.

| | |
|---|---|
| Iron, Nail Rod, per picul | $2.65 to 2.70 |
| Iron, Hoop, per picul | $2.85 to 3.10 |
| Iron, Bar, per picul | $3.20 to 3.25 |
| Iron, Wire, per picul | $6.25 to 6.35 |
| Lead, WB, per picul | $4.30 to 4.35 |
| Lead, LB, per picul | $4.40 to 4.45 |
| Lead, Hole Chop, per picul | $4.40 to 4.42 |
| Quicksilver, English, per picul | $55.00 to 55.20 |
| Quicksilver, American, per picul | $55.00 to 55.20 |
| Steel, English, per tub | $3.65 to 3.75 |
| Steel, Swedish, per tub | $4.15 to 4.25 |
| Spelter, per picul | $5.00 to 5.05 |
| Tin, Malacca, per picul | $34.40 to 34.50 |
| Tin, Plates, per box | $4.90 to 4.95 |

### PRODUCE.

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|---|---|
| Almonds, per picul | $23.00 to 23.50 |
| Alum, 1st quality, per picul | $2.45 to 2.55 |
| Alum, 2nd quality, per picul | $1.75 to 1.85 |
| Bark, Camphor, per picul | $17.50 to 18.50 |
| Beche de Mer, per picul | $50.00 to 55.00 |
| Bees Wax, Japan, White, per picul | $11.50 to 12.50 |
| Bees Wax, Hankow, Yellow, per picul | $14.00 to 16.50 |
| Bees Wax, White, per picul | $15.50 to 16.50 |
| Birds' Nests, 1st quality, per picul | $1,650 to 2,400 |
| Birds' Nests, 2nd quality, per picul | $850 to 750 |
| Birds' Nests, 3rd quality, per picul | $75.00 to 200 |
| Brimstone, per picul | $2.55 to 2.65 |
| Buffalo Hides, Manila | $12.00 to 15.50 |
| Buffalo Cow Hides | $7.50 to 8.00 |

### PRODUCE.

| | |
|---|---|
| Camphor, refined, per picul | $15.50 to 16.50 |
| Camphor, Barros, clean, per picul | $3,500 to 3,900 |
| Camphor, Refuse, per picul | $1,500 to 1,900 |
| Cardamons, Superior | $125 to 135 |
| Cardamons, Inferior, per picul | $22.00 to 23.00 |
| Cloves, per picul | $35.00 to 35.50 |
| Coals, Allout, per ton | — to — |
| Coals, English steam, per ton | $10.25 to 10.00 |
| Coals, Sydney, per ton | $9.25 to — |
| Coffee, per picul | $22.20 to 24.50 |
| Copper, Sheathing, Japan, per picul | $20.50 to 21.00 |
| Copper, Red, Japan, per picul | $23.70 to 24.00 |
| Copper, Nails, per picul | $23.50 to 23.80 |
| Cotton, Bombay, per picul | $15.30 to 16.30 |
| Cotton, Calcutta, per picul | $17.50 to 17.80 |
| Cotton, Ningpo, per picul | $18.20 to 18.60 |
| Cotton, Shanghai, per picul | $16.80 to 17.50 |
| Cotton, Shantung, per picul | $16.20 to 16.80 |
| Cotton, Tientsin, per picul | $17.00 to 17.30 |
| Cotton, Tungchow, per picul | $17.50 to 18.30 |
| Cotton Seeds, Saigon | $4.20 to 4.30 |
| Cotton Seeds, Siam | $4.10 to 4.20 |
| Cuttlefish, Japan | $22.50 to 23.00 |
| Cuttlefish, Japan, without bones, p. picul | $15.50 to 16.50 |
| Cuttlefish, Chinchow, per picul | $26.00 to 27.50 |
| Dates, Black, per picul | Tls. 2.80 to 2.95 |
| Dates, Red, per picul | Tls. 3.25 to 5.40 |
| Dried Lily Flowers | $7.85 to 8.15 |
| Elephant's Teeth, 4 to 5 pieces | $250 to 300 |
| Elephant's Teeth, 7 to 8 pieces | $200 to 220 |
| Flour, California, per sack of 50 lbs | $1.48 to 1.74 |
| Flour, American, per barrel of 100 lbs | $3.10 to 3.25 |
| Flour, American, per barrel of 200 lbs | $6.20 to 6.25 |
| Fungus | $30.00 to 30.50 |
| Flints, per picul | $0.50 to 0.03 |
| Ginseng, American, 1st quality, p. picul | $200 to 285 |
| Ginseng, American, 2nd quality, p. picul | $160 to 210 |
| Hams, Ordinary, per picul | Tls. 17.70 to 18.00 |
| Hams, Superior, per picul | Tls. 29.50 to 31.00 |
| Hemp, Hankow, per picul | $10.50 to 12.00 |
| Hemp, Siam, per picul | $10.40 to 11.00 |
| Isinglass, Japan, per picul | $31.00 to 41.00 |
| Melon Seeds, 1st quality, per picul | $4.30 to 5.20 |
| Melon Seeds, 2nd quality, per picul | $4.50 to 4.65 |
| Mushrooms, per picul | $33.00 to 46.50 |
| Mussels, Dry Siam large, per picul | $8.05 to 9.10 |
| Mussels, Dry Siam middle, per picul | $7.25 to 7.45 |
| Mussels, Dry Siam small, per picul | $6.15 to 6.35 |
| Pea Oil, per picul | Tls. 6.10 to 6.25 |
| Peas, White, per picul | $2.21 to 2.23 |
| Peas, Green, per picul | $2.25 to 2.34 |
| Peas, Black, per picul | $1.75 to 1.70 |
| Peas, Yellow, per picul | $2.16 to 2.17 |
| Peas, Green Boun, per picul | $2.15 to 2.25 |
| Pearl Barley, per picul | $14.50 to 7.00 |
| Potatoes Flour, per picul | Tls. 1.30 to 1.65 |
| Patchuck, per picul | $13.00 to 14.70 |
| Rhinoceros Horn, per picul | $2,600 to 3,000 |
| Rhinoceros Horn, Mother, per picul | $2,000 to 2,400 |
| Rice, Siam, No. 1, per picul | $1.95 to 1.96 |
| Rice, Siam, No. 2, per picul | $1.32 to 1.83 |
| Rice, Siam, milled No. 1, per picul | $1.82 to 1.83 |
| Rice, Siam, milled No. 2, per picul | $1.67 to 1.58 |
| Rice, Saigon, No. 1, per picul | $1.97 to 1.90 |
| Rice, Saigon, Hemp bags | $1.75 to 1.76 |
| Rice, Saigon, Straw bags | $1.71 to 1.72 |
| Rice, Japan | $2.10 to 2.70 |
| Saltpetre, per picul | $5.60 to 5.65 |
| Seaweed, Green, per picul | $1.95 to 2.10 |
| Seaweed, Cut, per picul | $2.35 to 2.40 |
| Sesamum, White, per picul | $3.85 to 3.95 |
| Sesamum, Black, per picul | Tls. 2.45 to 2.55 |
| Sharkefins, per picul | $33.00 to 60.00 |
| Shellfish, Japan, per picul | $27.00 to 39.00 |
| Shellfish, California, per picul | $11.50 to 12.00 |
| Stockfish, per picul | $5.00 to 6.50 |
| Straits Produce, &c.— | |
| Betel Nut, per picul | $4.17 to 4.20 |
| Pepper, White, per picul | $21.70 to 22.00 |
| Pepper, Black, per picul | $18.50 to 18.90 |
| Rattan, Straits, per picul | $3.30 to 3.50 |
| Rattans, Bangar, per picul | $4.35 to 4.55 |
| Sandal Wood, Malabar, per picul | $4.30 to 4.85 |
| Sandal Wood, South Seas, per picul | $21.50 to 29.56 |
| Sapan Wood, Manila, per picul | $1.45 to 1.65 |
| Sapan Wood, Siam, per picul | $2.25 to 2.35 |
| Sugar, Shek-lung, White, No. 1, p. picul | $7.50 to 8.05 |
| Sugar, Shek-lung, White, No. 2, p. picul | $6.75 to 6.93 |
| Sugar, Shek-lung, Brown, per picul | $4.25 to 4.30 |
| Sugar Candy, Shek-lung, per picul | $9.90 to 9.06 |
| Sugar Candy, Foochow, per picul | $9.63 to 9.70 |
| Sugar Candy, Swatow, White, per picul | $9.75 to 7.80 |
| Vermicelli, Tientsin, per picul | $7.50 to 7.70 |
| Wheat, Tientsin, per picul | $2.15 to 2.20 |
| Wheat, Japan, per picul | $2.15 to 2.20 |
| Wood Oil, per picul | Tls. 6.35 to 6.40 |
| Window Glass, per box | $3.65 to 3.70 |

## SHIPPING IN THE CHINA WATERS.

| VESSELS. | DATE OF ARRIVAL | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| **HONGKONG.** | | | | | | |
| STEAMERS. | | | | | | |
| Activ | Feb. 5 | Revabegh | Dan. str | 263 | Arnhold, Karberg & Co | |
| Alwine | Feb. 8 | P. Moos | Ger. str | 400 | Wieler & Co | |
| Amatista | Feb. 4 | Hamlin | Brit. str | 522 | Russell & Co | Kudat |
| Bellona | Feb. 6 | W. Schaefer | Ger. str | 789 | Siemssen & Co | |
| Castellano | Jan. 23 | Bengoechea | Span. str | 212 | Remedios & Co | |
| Cheang H. Kiau | Feb. 11 | F. Webb | Brit. str | 956 | Ban Hin & Co | |
| China | Jan. 25 | Focken | Ger. str | 843 | Yuen Fat Hong | |
| Don Juan | Feb. 11 | J. Marques | Span. str | 654 | Brandao & Co | |
| Douglas | Feb. 10 | S. Ashton | Brit. str. | 983 | Douglas, Lapraik & Co | East Coast |
| Emuy | June 30 | Remondaria | Span. str | 222 | Remedios & Co | |
| Fame | — | Stonani | Brit. str | 117 | H. & W. Dock Co. | |
| Glenlyon | Feb. 11 | Mackinlay | Brit. str | 1376 | Jardine, Matheson & Co | Shanghai |
| Greyhound | Feb. 9 | D. Scott | Brit. str | 226 | Adamson, Bell & Co | |
| Hainan | Nov. 28 | J. Woons | Brit. str | 231 | Afong | |
| Hankow | Feb. 5 | A. Robertson | Brit. str | — | Captain | |
| Hankow | — | J. Ogston | Brit str | 2235 | Butterfield & Swire | Canton |
| Hector | Feb. 11 | Billings | Brit. str | 1589 | Butterfield & Swire | London |
| Honam | — | T. T. Boaning | Brit. str | 1344 | H. C. & M. Steamboat Co | Laid up |
| Japan | Feb. 1 | Gardner | Brit. str | 1865 | D. Sassoon, Sons & Co | Calcutta |
| Kinkiang | — | Lefavour | Brit. str | 1061 | H. C. & M. Steamboat Co | Canton |
| Kiungchow | — | S. W. Goggin | Brit. str | 298 | H. C. & M. Steamboat Co | Canton |
| Leanox | Feb. 2 | Scott | Brit. str | 1327 | Jardine, Matheson & Co | Calcutta |
| Nam-yiu | Jan. 9 | Gerlde | Fr. str | 435 | A. R. Marty | |
| Nanshan | Jan. 25 | Blackburne | Brit. str | 805 | Hop Hing & Co | Amoy |
| Niagpo | Feb. 7 | R. Crawford | Brit. str | 761 | Siemssen & Co | Shanghai |
| Olympia | Feb. 10 | Christiansen | Ger. str | 783 | Siemssen & Co | |
| Oxus | Feb. 9 | Rapatel | Fr. str | 2354 | Messageries Maritimes | Europe |
| P. Chom Klao | Jan. 31 | H. Stratton | Brit. str | 1011 | Yuen Fat Hong | |
| Pilot Fish | Nov. 27 | B. Vhi | Span. str | 37 | Remedios & Co | |
| Posang | Jan. 29 | Irvine | Brit. str | 907 | Jardine, Matheson & Co | |
| Powan | — | — | Brit. str | 1842 | H. C. & M. Steamboat Co | Canton |
| Remus | Dec. 23 | Aguirre | Span. str | 695 | Dunn, Melbye & Co | |
| Rosslyn | Feb. 9 | McKechnie | Brit. str | 1049 | Ban Hin & Co | |
| Saltes | Feb. 8 | Aramburen | Fr. str | 323 | A. R. Marty | |
| Sea Gull | — | Haydon | Amr. str | 48 | C. Traders' Insurance Co | |
| Selembria | Nov. 16 | Fowler | Brit. str | 1992 | Russell & Co | New York |
| Taisang | Feb. 6 | Bamford | Brit. str | 1505 | Jardine, Matheson & Co | |
| Takachiho Maru | Feb. 10 | Nye | Jap. str | 1497 | M. B. M. S. S. Co | Nagasaki |
| Tannadice | Feb. 10 | Green | Brit. str | 1590 | Gibb, Livingston & Co | Melbourne |
| Triumph | Jan. 27 | T. Schuldt | Ger. str | 673 | Wieler & Co | |
| Tromp | Oct. 11 | A. S. Ros | Dut. str | 137 | Ed. Schellhass & Co | |
| Volga | Feb. 8 | Temple | Fr. str | 1002 | Messageries Maritimes | Yokohama |
| Vortigern | Jan. 19 | J. Brown | Brit. str | 879 | Sang Shing | Saigon |
| White Cloud | — | A. Benning | Brit. str | 452 | H. C. & M. Steamboat Co | Macao |
| Woosung | Feb. 6 | Haut | Brit. str | 1109 | Butterfield & Swire | Melbourne |
| Yettung | — | — | Brit. str | 236 | Chinese | |
| SAILING VESSELS. | | | | | | |
| Androklos | Feb. 11 | Schaeffer | Ger. sh | 1871 | Captain | |
| Antioch | Nov. 25 | J. Wyman | Amr. bk | 356 | Order | |
| Antoinette | Jan. 7 | E. Th. Bunje | Brit. bk | 884 | Order | |
| Anton Gunther | Jan. 30 | Steinbrunge | Ger. bk | 459 | Melchers & Co | |
| Asteria | Sept. 26 | Samuel Cox | Brit. bg | 211 | Order | |
| Bonnie Lassie | Jan. 8 | F. Clarke | Brit. bk | 350 | Gilman & Co | |
| Charley | Jan. 23 | Cheetham | Brit. bk | 359 | Jardine, Matheson & Co | |
| Coloma | Dec. 20 | C. M. Noyes | Amr. bk | 832 | Melchers & Co | |
| Dakota | Jan. 20 | Gilkey | Amr. sh | 1207 | Order | |
| Francisca | Jan. 7 | Gontard | Ger. bk | 368 | Wieler & Co | |
| Friedrich | Dec. 31 | Ulderup | Ger. bk | 672 | Wieler & Co | |
| Hayda Brown | Oct. 15 | Havener | Amr. bk | 822 | Russell & Co | |
| Hedvig | Feb. 5 | J. Norquay | Brit. bk | 375 | Chinese | |
| Hercules | Feb. 5 | Lincoln | Amr. sh | 1215 | Order | |
| Jupiter | Dec. 25 | C. Johannsen | Rus. bk | 380 | Arnhold, Karberg & Co | London |
| Loretto Fish | Feb. 3 | Hylor | Amr. sh | 1244 | Russell & Co | S. Francisco |
| Lucia | Feb. 10 | E. Crowley | Brit. bk | 640 | Adamson, Bell & Co | |
| M. A. Dixon | Jan. 21 | J. R. Cooke | Brit. bk | 415 | Ed. Schellhass & Co | |
| Marie Louise | Jan. 21 | Behring | Ger. bk | 915 | Melchers & Co | |
| May | Feb. 6 | Forbes | Brit. bkn | 237 | Adamson, Bell & Co | |
| Mount Lebanon | Sept. 16 | C. H. Nelson | Brit. bkn | 530 | Chinese | |
| Nellie May | Nov. 30 | A. Austin | Amr. bk | 634 | Order | |
| N. Gibson | Nov. 3 | T. C. Bailey | Amr. bk | 704 | Borneo Co., Limited | |
| Paul Riviere | Jan. 29 | Mullens | Amr. sh | 1787 | Captain | |
| Penobscot | Jan. 21 | O. G. Eaton | Amr. bk | 1097 